



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**ORDER
8130.2L**

National Policy

SUBJ: Airworthiness Certification of Aircraft

This order establishes policies and procedures for issuing airworthiness certificates, export certificates of airworthiness, and special flight authorizations for aircraft. This order applies to Federal Aviation Administration (FAA) aviation safety inspectors and certain persons designated to act as representatives of the FAA.

If this order is utilized by persons other than the FAA or the Administrator's designees, it is a guidance document. Its content is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalties. Conformity with the guidance document is voluntary only. Nonconformity will not affect rights and obligations under existing statutes and regulations.

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Chapter 1. Introduction

1-1. Purpose of This Order. As summarized in Table 1-1 of this chapter, this order establishes policies and procedures for issuing:

- a. FAA Form 8100-2, *Standard Airworthiness Certificate*,
- b. FAA Form 8130-7, *Special Airworthiness Certificate*,
- c. Special flight authorizations (SFA), and
- d. FAA Form 8130-4, *Export Certificate of Airworthiness (export C of A)*

This order is used with FAA Order 8130.34, *Airworthiness Certification of Unmanned Aircraft Systems and Optionally Piloted Aircraft*.

1-2. Audience. FAA manufacturing and airworthiness aviation safety inspectors (ASI) and certain persons designated to act as representatives of the FAA. Airworthiness ASIs must also refer to FAA Order 8900.1, *Flight Standards Information Management System*, for related policies and procedures.

1-3. Where Can I Find This Order? This order is available on the FAA employee website, the FAA public website, and the [FAA Dynamic Regulatory System \(DRS\)](#).

1-4. Showing and Finding. In seeking a certificate or an authorization under this order, an applicant is responsible for presenting evidence necessary to show compliance with applicable requirements; that is, the burden of proof is on the applicant. The FAA is responsible for reviewing and inspecting the applicant's evidence to make findings of compliance with applicable requirements. If an applicant's evidence is insufficient to enable the FAA to make its findings, reviews, and inspections may be stopped until the applicant presents new evidence to support the FAA's findings.

1-5. Aircraft Located Outside the United States. Except for issuing an airworthiness certificate under paragraph 20-2 of this order, before processing an application for a certificate under this order for an aircraft located outside the United States, the issuing office must find that the activity can be accomplished without placing an undue burden on FAA resources. Using designees to issue a certificate under this order for an aircraft located outside the United States, would not constitute an undue burden on the FAA but must be authorized in accordance with FAA Order 8000.95, *Designee Management Policy*.

1-6. Cross Utilization. The FAA performs a variety of functions in issuing certificates and authorization under this order. Many of these functions should be accomplished via coordination among manufacturing, airworthiness, or operations ASIs with expertise in particular subject matters. Consult with other ASIs as necessary.

1-7. Explanation of Policy Changes. Incorporates changes resulting from the Modernization of Special Airworthiness Certification (MOSAIC) final rule that are applicable to the rule’s first effective date (October 22, 2025) and changes resulting from agency and departmental memos on agency guidance. The following changes are included in this revision.

- a. This revision incorporates memos issued to FAA Order 8130.2K and minor changes.
- b. Table of Contents, Chapter 7 title, and Appendix D-4. d. (3); revised description to align with § 21.187. 21.191(k) and (l) were added to section D-4.d.(6).
- c. Table of Contents, Chapter 17 title; revised description to align with § 21.191(i), (k) and (l).
- d. Table of Contents, Section 5, A-5 and removed Figure A-7 and A-8 examples.
- e. Table 1-1; added § 21.191(k) and § 21.191(l) to the table.
- f. Paragraph 2-3 d., Note 2; corrected memo number.
- g. Paragraph 2-3 f. (1)(d); removed “light-sport” marking requirement per § 45.23 change.
- h. Paragraph 2-3 f. (2)(a); revised language to match § 21.182.
- i. Chapter 2 and Appendix A; instructions for new blocks added to FAA Form 8130-6.
- j. Paragraph 3-6 a; last inspection within 30 days changed to 60 days.
- k. Paragraph 4-6 c.; added “issue airworthiness certificate” unintentionally deleted.
- l. Chapter 4; removed operations inspector review of flight test areas for experimental aircraft.
- m. Chapter 9; revised to align with the MOSAIC rule as of October 22, 2025.
- n. Paragraphs 14-3 a. and 21-4; changed “Modified and Modification” to “Altered or Alteration” to align with § 21.195.
- o. Chapter 17; added that the FAA will no longer issue airworthiness certificates under § 21.191(i), except for replacements. Incorporated § 21.191(k) and (l). Added that experimental aircraft are subject to the requirements of § 91.319.
- p. Paragraph 20-1; corrected introduction language error.
- q. Paragraph 20-4 b. (2); added the “(v)” to the reference § 21.183(d)(2)(v).
- r. Paragraph 21-2; added rule language that an owner of a U.S.-registered aircraft or the owner's agent may apply.

- s. Paragraph A-1 b., A-7 a. (3); corrected conflicting statements to allow “strikeovers” on export documents.
 - t. Paragraphs A-2 a. (3) and B-3; Allow the special flight permit (SFP) file review to be completed by the same ASI who issued the certificate.
 - u. Paragraph A-2 b. (12); removed Item M.
 - v. Paragraph A-4 g.; revised certain experimental airworthiness certificates' expiry from one to three years.
 - w. Paragraphs A-6 and A-7; removed “Export Certificate no.” (E-card) instructions and re-alphabetized sub-paragraphs.
 - x. Figure A-7 and A-8; removed samples from the order. Table 1-2 identifies where to download the most current forms.
 - y. Paragraphs A-7 h., D-4. k.; Allow digital signatures.
 - z. Paragraph B-4; allows the reviewing office to email the required airworthiness certification files to AFB-710 when airworthiness certification application (AWC) is unavailable. Allows the reviewing office to complete the review no later than 14 calendar days after AWC assigns it to the reviewing office.
 - aa. Table B-1; added “if applicable” to the FAA-approved flight checkoff form.
 - bb. Table B-2, page B-6; added “including applicable attachments” to the “copy of operating limitations” line.
 - cc. Table D-1; operating limitations 7, 17, 26, 39, 41, 42, 43, 44, 48, 49, and 52 modified.
 - dd. Appendix I, consensus standard: Removed the definition of a consensus standard to allow FAA-accepted documents that may not be described as a consensus standard.
 - ee. Appendix I, purpose: Added “aerial delivery” to the list of examples for restricted category aircraft per § 21.181.
 - ff. Appendix J; removed reference Order 1370.121 and canceled AC 45-4.
 - gg. Changed “experimental certificate” to “experimental airworthiness certificate” throughout the order.
- 1-8. Cancellation.** The following are canceled upon the effective date of this order:
- a. FAA Order 8130.2K, *Airworthiness Certification of Aircraft*, dated August 28, 2024.
 - b. All clarification, deviation, and policy memorandums issued for Order 8130.2 before the effective date of this order.

1-9. FAA Forms. Table 1-2 of this chapter lists forms the FAA completes under this order.

1-10. Acronyms, Definitions, and Related Publications. A list of acronyms and definitions is provided in the appendices; see Appendix H and Appendix I, respectively. Additionally, this order references several publications; unless otherwise stated, always refer to the latest revision. See related publications listed in Appendix J

1-11. Conflicts. If a conflict exists between this order and an applicable bilateral agreement, follow the bilateral agreement.

1-12. Effective Date. This order is effective January 30, 2026.

Table 1-1. Summary of Airworthiness Regulations, Policies, and Procedures

Airworthiness Certificate Classification / Aircraft Category	14 Code of Federal Regulations (CFR) Part				Policy
	Design Standard	Design Approval	Production Approval	Airworthiness Certificate	
Standard Airworthiness Certificates for: Normal Utility Acrobatic Commuter Transport Manned free balloons Special classes Airplanes with turbine engines	23, 27 23 23 23 25, 29 31 21.17(b) 34	TC per 21.21/29	PC per 21/G	21.183(a): new under 21/G 21.183(b): new under 21/F 21.183(c): new import, foreign SOM 21.183(d): used & surplus military	Chapter 3
Special Airworthiness Certificates for: Primary Restricted Multiple (Restricted & Limited) Light-sport SFP (US-registered) Provisional Experimental purpose of: - R&D - Showing compliance - Crew training - Exhibition - Air racing - Market surveys - Amateur-built - Primary kit-built - Light-sport - Light-sport kit-built - Former light-sport	21.17(f) Varies Varies DOD ASTM N/A Varies N/A	21.24/29 TC 21.25/29 Varies TC N/A N/A TC per 21/C N/A	PC per 21/G Varies Varies N/A N/A N/A PC per 21/G N/A	21.184 21.185 21.187 21.189 21.190 21.197/199 Part 21/subpart I 21.191/3 21.191(a) 21.191(b) 21.191(c) 21.191(d) 21.191(e) 21.191(f)/195 21.191(g) 21.191(h) 21.191(i) 21.191(k) 21.191(l)	Chapter 4 Chapter 5 Chapter 6 Chapter 7 Chapter 8 Chapter 9 Chapter 18 Chapter 19 N/A Chapter 10 Chapter 10 Chapter 11 Chapter 12 Chapter 13 Chapter 14 Chapter 15 Chapter 16 Chapter 17 Chapter 17 Chapter 17
SFA (Foreign-registered)	N/A	N/A	N/A	Part 375, 91.715	Chapter 22
Commercial space transportation	N/A	N/A	N/A	N/A	14 CFR Chapter III

Table 1-1. Summary of Airworthiness Regulations, Policies, and Procedures (cont.)

14 CFR Part					
Out of Scope of This Order					
Airworthiness Certificate Classification / Aircraft Category	Design Standard	Design Approval	Production Approval	Airworthiness Certificate	Policy
UAS Small UAS (<55#)	N/A	N/A	N/A	N/A	Part 107
Moored balloons, kites, amateur rockets, & unmanned free balloons	N/A	N/A	N/A	N/A	Part 101
Ultralight vehicles	N/A	N/A	N/A	N/A	Part 103
Limited Recreational UAS	N/A	N/A	N/A	N/A	49 U.S. Code § 44809
Public aircraft operations	N/A	N/A	N/A	N/A	FSIMS Vol 3, Chapter 14
Commercial space transportation	N/A	N/A	N/A	N/A	14 CFR Chapter III

Table 1-2. FAA Forms Completed by the FAA Under This Order

Form Number	Title	Source
FAA Form 8100-1	Conformity Inspection Record	FAA public website
FAA Form 8100-2	Standard Airworthiness Certificate	ASKME Electronic Airworthiness Certification Application (AWC) or FAA employee website for fillable PDF format
FAA Form 8130-1	Application for Export Certificate of Airworthiness	AWC or FAA public website
FAA Form 8130-4	Export Certificate of Airworthiness	AWC or FAA employee website for fillable PDF format
FAA Form 8130-6	Application for U.S. Airworthiness Certificate	AWC or FAA public website for fillable PDF format
FAA Form 8130-7	Special Airworthiness Certificate	AWC or FAA employee website for fillable PDF format
FAA Form 8130-10	Surplus Military Aircraft Inspection Record	FAA public website
FAA Form 8130-15	Light-Sport Category Aircraft/Kit Statement of Compliance	AWC or FAA employee website for fillable PDF format

Chapter 2. Common Policies and Procedures for Issuing an Airworthiness Certificate

2-1. Introduction. This chapter provides common policies and procedures for issuing, amending, exchanging, and replacing standard and special airworthiness certificates. Additional classification-, category-, and purpose-specific procedures for issuing an airworthiness certificate are included in subsequent chapters of this order. This chapter does not apply to the issuance of a SFP except as referenced by chapter 18 of this order.

Note: The procedures for issuing an airworthiness certificate are a combination of the common procedures of this chapter and the applicable classification-, category-, and purpose-specific procedures in subsequent chapters.

2-2. Persons Authorized to Issue an Airworthiness Certificate.

a. ASIs. FAA ASIs are authorized to issue airworthiness certificates.

b. Delegation. The FAA may delegate the issuance of an airworthiness certificate per [Title 14 of the Code of Federal Regulations \(14 CFR\) Part 183](#) and the applicable designee management order.

c. Original and Recurrent Certifications.

Note: Refer to Appendix I of this order for definitions of original and recurrent certification and definitions of other terms used throughout this order.

(1) Manufacturing ASIs in the Aircraft Certification Service (AIR) are primarily responsible for original certifications, while airworthiness ASIs in Flight Standards Service (FS) are primarily responsible for recurrent certifications. When it is unclear whether a given activity is an original or recurrent certification, the affected offices should coordinate to establish a mutual agreement with the responsible office. Manufacturing and airworthiness ASIs may assist each other by mutual agreement. Manufacturing ASIs issue the first airworthiness certification for the first aircraft which is likely to lead to a new type certificate data sheet (TCDS), new production certificate (PC), or new light-sport category aircraft manufacturer.

(2) If a responsible FS office receives an application for an original certification, that FS office must coordinate with the responsible AIR Certificate Management (CM) section to determine which office will process the application. Similarly, if an AIR CM section receives an application for a recurrent certification, the AIR CM section must coordinate with the responsible FS office to determine which office will process the application.

(3) Exceptions to paragraphs 2-2.c (1) and (2) of this chapter:

(a) Any request, original or recurrent, for an experimental airworthiness certificate for operating former light-sport category aircraft, operating light-sport category kit-built aircraft, operating light-sport aircraft, research and development (R&D), crew training, exhibition, air racing, market survey, or operating an amateur-built aircraft, or for an aircraft

issued an SFP, may be handled by an FAA manufacturing or airworthiness ASI without coordination to determine which office will process the application.

(b) **Experimental Showing Compliance.** Processing an application for an experimental airworthiness certificate for showing compliance with regulations is the primary responsibility of an AIR CM section. In remote areas or under special circumstances, an AIR CM section may request an airworthiness ASI perform these duties if that person has experience in type certification programs of a type and complexity comparable to the certificate requested.

2-3. Common Procedures for Issuing an Airworthiness Certificate. Common procedures for issuing an airworthiness certificate are illustrated in Figure 2-1 of this chapter and specified in this paragraph.

a. The ASKME Airworthiness Certification Application (AWC).

(1) AWC provides an electronic means to process an application for certain certificates and authorizations under this order. ASIs, designees, and organization designation authorization (ODA) unit members must establish an account, process FAA Form 8130-6, and issue standard and special airworthiness certificates, FAA Form 8130-1, and denials using AWC. Unless otherwise stated in this order, all requirements concerning completion of FAA Forms 8130-6 and 8130-1 must be accomplished in AWC. Advisory Circular 21-12, Application for a U.S. Airworthiness Certificate, provides additional information for using AWC for FAA Form 8130-6, and this order provides additional information for filling out the FAA Form 8130-1.

(2) The use of AWC by applicants is not mandatory but is the preferred method for application submission. If an applicant is unable or elects not to submit the application in AWC, the FAA will upload to AWC the hard copy of the application from the applicant and transcribe the information to AWC. The ASI must include a statement that the application information was entered on behalf of the applicant. When completing the application on the Documentation-Certification page of AWC, enter the following statement in the SIGNATURE block of Section III, OWNER'S CERTIFICATION: "Application information entered on behalf of the applicant by (Name), (Title). Original attached." In such cases, do not sign the hard copy or the uploaded application from the applicant, but digitally sign appropriate sections of Form 8130-6 generated by AWC. Per paragraph B4 of this order, submit both the application signed by the applicant and the AWC-generated application to the [FAA Registry](#) (hereafter referred to as Registry).

(3) Access AWC portals as follows. For ASIs, register on the [FAA ASI AWC Internet Portal](#). For Organization Designation Authorization (ODA) unit members and designees, register on the [External ODA/Designee AWC Portal](#); follow the prompts for "New User Registration." Contact the AWC Help Desk at 9-avs-awc-notifications@faa.gov for help with access problems.

(4) You may only issue airworthiness certificates and operating limitations outside of AWC in the event of AWC, FAA network, or internet outage. In such cases, revert to the paper process (or portable document format (PDF) equivalent (see table 1-2)) to document and capture data, process applications, and issue certificates. Once the outage is repaired, upload

documents you created offline to AWC using the Upload Approval page in AWC and use the comments block to record what you uploaded.

b. Review Application.

(1) A properly completed FAA Form 8130-6, *Application for U.S. Airworthiness Certificate*, is required to begin the process of issuing an airworthiness certificate. Review FAA Form 8130-6 to verify that the applicant completed the form properly. Refer to FAA AC 21-12 for related guidance as necessary.

(2) Letter of Authorization/Agent Letter. If an agent completed the application, verify that the aircraft's registered owner provided a notarized letter of authorization and that the information in this letter is consistent with the application. A true copy of the notarized letter is acceptable.

Note: Requirements and forms of notarization vary among countries.

(3) Type Certificate Data Sheet (TCDS). For an application for an aircraft in a category that requires a type certificate (TC), review the applicable TCDS or aircraft specification to verify that the aircraft is eligible for issuance of the requested airworthiness certificate by make, model, and serial number (S/N). An aircraft listing maintained by the responsible certification branch may consist of aircraft model and S/Ns of newly manufactured aircraft that are not yet listed on the TCDS. If none of these documents clearly show the eligibility of the applicant's aircraft by make, model, and S/N, contact the responsible certification branch to verify eligibility.

Note: [DRS](#) contains TCDSs and aircraft specifications. Terms for type certificate data have changed over time, including aircraft specifications and TCDS. See the latest version of FAA Order 8110.4, *Type Certification*, for further information.

c. Review FAA Airworthiness Records on File at the Registry. The requirements in this paragraph also apply to the owner's information page in AWC.

(1) Current Registration. Access the Registry to verify that the aircraft is currently registered per 14 CFR [Part 47](#).

(a) Except for paragraphs (b) through (d), the aircraft is registered when an inquiry of the Registry shows that the nationality and aircraft's registration number (or registration mark) (hereafter referred to as the N-number) is "assigned" and the status is "valid" or "valid-asgn to mfr."

(b) For a new owner of a used aircraft, lag time in processing the application for registration may result in records of ownership within the Registry database that lag actual transfers in ownership from one United States (U.S.) owner to another. In such cases, the prior owner remains the registered owner of record within the Registry's database, and registration by the current owner may only be verified as part of the aircraft records review under paragraph 2-3.e.

(c) For a manufacturer temporary N-number, the aircraft is considered registered when an inquiry of the Registry shows that the N-number is “reserved,” and the status is “manufacturer (temp).”

(d) For the assignment of a new special registration number, the aircraft is registered when an inquiry by the Registry shows that the N-number is “assigned”, and the status is “valid” or “pending.”

Note 1: When searching the Registry for antique or replica aircraft displaying nationality and registration marks as provided for under [14 CFR 45.22\(b\)](#), omit the inserted symbol allowed by [§ 45.22\(b\)](#).

Note 2: For a recurrent certification, including previously exported aircraft returning to the United States, you may retrieve permanent aircraft records from the Registry using the aircraft make, model, and S/N. For aircraft that do not have a data plate or S/N, you may retrieve records using the N-number or prior N-number for previously exported aircraft returning to the United States.

(2) Prior Denials. Except for new aircraft, check the [Electronic Document Retrieval System](#) (EDRS), the Civil Aviation Registry Electronic Service (CARES), or [order a copy of the aircraft record](#) to determine if the FAA previously issued a denial for this aircraft. If previously denied, verify that the reasons for the denial have been corrected, and record the action taken to clear the denial on the FAA Form 8100-1, *Conformity Inspection Record*.

d. Identify Potential Safety Hazards. Review available information as necessary to familiarize you with the aircraft, aircraft engine, propeller models, and potential safety hazards. For example, review information as applicable and necessary to understand the manufacturer/builder; configuration; installed equipment; novel or unique features, characteristics, or systems; recent customer findings for new aircraft deliveries; recent quality escapes for new aircraft; histories of service difficulties, incidents, and accidents; ownership history of the aircraft; and potential for degradation from long-term storage. Designees should review the designee alert system for any pertinent information.

Note: The National Transportation Safety Board (NTSB) maintains a searchable [database of accidents and incidents](#) involving civil aircraft.

Note: For rotorcraft, review guidance on the Congressional mandate for rotorcraft crash-resistant fuel systems. Refer to AIR Memo No. AIR-600-20-600-PM04R1.

e. Review Aircraft Records.

(1) Registration. Review the certificate of aircraft registration to verify that the aircraft is currently registered and that the information on the registration and application matches. The manufacturer’s name may be abbreviated on the application and/or registration. If the registration does not have an expiration date, the registration is not effective. Evidence of aircraft registration may be shown via any of the following [hereafter referred to as registration]:

(a) Aeronautical Center Form 8050-3, *Certificate of Aircraft Registration*.

(b) Aeronautical Center Form 8050-6, *Dealer's Aircraft Registration Certificate*.

(c) Form REGAR-FAX-4, *Temporary Certificate of Registration*.

(d) *Aircraft Registration Application*, FAA AC Form 8050-1, under the provisions of- § [47.31\(c\)](#).

(e) A copy of *Assignment of Special Registration Number*, AC Form 8050-64, and the current, AC Form 8050-3, *Certificate of Aircraft Registration*.

(2) Exemptions. For exemptions that the applicant claims to apply to this aircraft, verify that each exemption is included in [DRS](#) and applies to this aircraft make, model, and S/N.

(3) Maintenance Records. Verify the following:

(a) The applicant has all maintenance records required by 14 CFR [91.417](#).

(b) All maintenance required as of the date you inspect the aircraft is complete, including compliance with applicable airworthiness directives (AD) and applicable aircraft and component life limits.

(c) For used, type-certificated aircraft, maintenance, preventive maintenance, and alterations were accomplished per 14 CFR [Part 43](#).

(4) Weight and Balance. Review the aircraft weight and balance report, including center of gravity (CG) limitations, to verify that it reflects the current configuration.

(5) Manuals. Verify that the applicant has applicable manuals and documents. Applicable manuals and documents may include an aircraft flight manual (AFM), equipment list, FAA-accepted Instructions for Continued Airworthiness (ICA), and FAA-accepted maintenance manual(s). Such manuals and documents may not be required for some aircraft certificated under the Civil Air Regulations (CAR).

(6) Flight Testing. Determine if the aircraft has been flight tested, if required, or as necessary to verify condition for safe operation. As necessary, issue a special airworthiness certificate for showing compliance with the airworthiness regulations (14 CFR [21.127](#), [21.137\(e\)\(1\)](#), [21.189\(a\)\(2\)](#), [21.185\(d\)](#), [21.190\(c\)\(7\)](#), and [91.319\(b\)](#)) per the applicable requirements of this order.

f. Inspect Aircraft. Physically inspect the aircraft to verify—

(1) Nationality, Registration, and Special Marks. The nationality and registration marks meet the requirements of §§ [45.21](#) through [45.31](#).

(a) Size. When verifying an N-number is the proper size, verify the height of the marks were measured vertically. The font may be slanted, but do not use the length of the slant line to determine the height of the numbers.

Note: If a surface authorized for displaying required marks under [§ 45.25](#) is not large enough to display full-size marks, [§ 45.25](#) allows for marks as large as practicable to be displayed. Assessing “as large as practicable” requires judgment based on the aircraft make/model. For example, for some strongly contoured surfaces, smaller marks may be more legible and, therefore more practicable than the largest marks that could fit on that surface.

(b) Legibility, Style, Borders, and Shading. The N-number must be legible and written in capital Roman letters without ornamentation. Borders or shading is allowed only if it makes the number more legible. The color of the registration marks must contrast with the background. The N-number must be legible from 500 feet away when viewing it perpendicular to the side of the aircraft during daylight hours.

Note: Section [45.21\(b\)](#) prohibits a person from placing on any aircraft a design, mark, or symbol that modifies or confuses the N-number. Note that this requirement is very broad and includes any feature that would modify or confuse the N-number. For example, N-number paint type, paint color, font type(s), or background patterns must not modify or confuse the N-number.

(c) Display of Foreign Marks for Exporting New Aircraft. Per [§ 45.31](#), a person who manufactures an aircraft in the United States for export delivery may display foreign marks on the aircraft as required by the importing state of registry (SOR) of the aircraft while the aircraft is registered in the United States. The manufacturer may operate the aircraft with foreign marks within the United States for testing, demonstration, or delivery; note that these flights are performed under an SFP because the aircraft is registered in the United States.

(d) Marking of certain aircraft with a special airworthiness certificate. Except for unmanned aircraft, when marks include only the Roman capital letter “N,” and the registration number is displayed on limited, restricted, experimental, or provisionally certificated aircraft, the operator must also display on that aircraft near each entrance to the cabin, cockpit, or pilot station, in letters not less than 2 inches nor more than 6 inches high, the words “limited,” “restricted,” “experimental,” or “provisional,” as applicable. Refer to [§ 45.23](#).

Note: Although [§ 45.23](#) requires these marks “near each entrance to the cabin, cockpit, or pilot station,” this rule does not specify whether these marks must be inside or outside the aircraft; either is acceptable.

(e) Special Marks for Antique or Replica Aircraft. Section [45.22\(b\)](#) provides special marks for exhibition and amateur-built aircraft.

(2) Product Marking.

(a) The aircraft is identified as prescribed in [§ 45.11](#) except for an SFP or an experimental airworthiness certificate issued for the purposes of research and development, showing compliance with regulations, crew training, exhibition, air racing, and market survey. Each installed aircraft engine, propeller, propeller blade, and propeller hub manufactured under a TC or production certificate (PC) is marked per [§ 45.11](#).

(b) Product identification (ID) plates include the information specified in [§ 45.13](#) and must meet [§ 45.11](#). Verify that the make, model, and serial number (S/N) on the aircraft engine and aircraft propeller product ID plate(s) match the application. Verify that the aircraft make, model, and S/N on the aircraft ID plate match the registration. Note that the builder's name may be abbreviated on the application and/or registration.

Note 1: For aircraft manufactured outside the United States pursuant to a [§ 21.29](#) TC, the TC and PC numbers on the ID plate may reflect the foreign design and production approval numbers. The ID plate information should provide a means to determine the applicable U.S. TC number if the TC number of the state of manufacture (SOM) is used.

Note 2: In some cases, the FAA has granted regulatory exemptions permitting alternate mounting locations of aircraft ID plates for certain aircraft of qualifying air carriers. For any aircraft whose ID plate is mounted in a location other than that required in [§ 45.11](#), verify the provisions of a current regulatory exemption for alternate ID plate location cover this.

(c) When an aircraft has been modified to conform to another make/model, verify that the supplemental ID plate contains the information specified in [§ 45.13](#). If Aircraft Registration (AFB-710) has not yet issued the new registration with the new model designation, verify that the aircraft make, and the S/N match the application and current registration. If ownership of the aircraft has not changed, an application for aircraft registration reflecting the new model designation, need not be submitted; AFB-710 will change the model and issue a new registration after receipt of the certification files. Verify that the original ID plate has not been altered in any manner.

(d) Inspect the aircraft and review aircraft records to determine whether a violation of [§§ 45.13\(c\) or \(e\)](#) is apparent. If a violation of [§§ 45.13\(c\) or \(e\)](#) is found, deny the airworthiness certificate and initiate an enforcement action.

(3) Conformity to TC. For an application for an aircraft in a category that requires a TC, verify that the aircraft conforms to its TC. This includes conformity to applicable ADs, major repairs, and major alterations. Verify that minor repairs or alterations conform to FAA-accepted data.

(4) Engines, Propellers, and Associated Instruments. Engine(s), propeller(s), and associated instruments have been checked per the manufacturer's instructions or other FAA-approved instructions, placards, or flight manual supplements.

(5) Systems. All aircraft systems, to the extent necessary, including the flight control and pitot-static systems. Aircraft records of inspections may be used to ensure the aircraft has been checked for proper operation.

(6) Equipment. The installed equipment, including all equipment on the aircraft equipment list, has been checked and verified as functioning properly.

(7) Instruments and Placards. Instruments and placards are correctly located, installed, and properly marked in the English language. In addition, verify that measurements are

displayed in standard U.S. units of measure for those instruments necessary for operation in the U.S. national airspace system (NAS).

(8) **Airframe Emergency Parachutes.** Verify that the aircraft log includes the reinspection date for the parachute and associated deployment system components. As applicable, verify that airframe emergency parachutes that are ballistic, assisted, or deployable are properly marked, identified, and within their service dates. Verify aircraft marks clearly identify all explosive devices used in conjunction with ballistic parachutes; marks indicating the aircraft is equipped with explosive devices must be applied externally and be readable from the ground. Verify that the aircraft log includes the reinspection date for the parachute and associated deployment system components.

(9) **Foreign Objects.** No foreign objects are present that could pose a safety hazard. For example, foreign objects could include tools, scrap material, or miscellaneous debris.

(10) **Airworthiness.** The aircraft is airworthy.

g. Document Reviews and Inspections. Document all completed reviews and inspections on FAA Form 8100-1, per the instructions on the form. Verify that the applicant corrects all unsatisfactory findings and document those corrections on FAA Form 8100-1 before issuing an airworthiness certificate.

h. Issue Airworthiness Certificate. If you find the aircraft airworthy and all other requirements are met for the requested certificate:

(1) Complete sections V and VIII of FAA Form 8130-6 per the block-by-block instructions in section 2 of Appendix A to this order.

(2) Complete the standard or special airworthiness certificate, as applicable, per the block-by-block instructions in sections 3 or 4, respectively, of Appendix A to this order. Review the certificate to verify that it was completed without error.

(3) Make a maintenance record entry. The following is a satisfactory statement for the maintenance record entry: “I find that this aircraft meets the requirements for the certificate requested and have issued a *[standard airworthiness certificate or special airworthiness certificate for the purpose(s) of (enter purpose) and operating limitations]* dated _____. *[Signature: John Smith, Aviation Safety Inspector, AIR-883].*”

(4) Give the completed airworthiness certificate to the applicant. Advise the applicant to display it in the aircraft at the cabin or cockpit entrance so it is legible to passengers or flight crew per § [91.203\(b\)](#).

Note: In certain circumstances, such as replacements and others deemed appropriate by the local office manager, transmitting the certificate by email is permissible.

i. Issue Letter of Denial.

(1) If, after notifying the applicant of all unsatisfactory findings, the applicant does not correct those findings to your satisfaction in a timely manner, write a letter to the applicant denying issuance of the certificate and stating the reason(s) for the denial. Identify which steps may be accomplished to meet the certification requirements if feasible.

(2) Complete sections V and VIII of FAA Form 8130-6.

j. Review Records and Forward to the Registry.

(1) Review your records to verify completeness, accuracy, legibility, and compliance with applicable requirements.

(2) Review and forward certification files per Appendix B to this order.

2-4. Amendments, Exchanges, Replacements, Surrenders, and Transfers.

a. Amendment.

(1) Eligibility. An airworthiness certificate may be amended when there is—

(a) A change in the aircraft model specified on an airworthiness certificate.

(b) An alteration to the aircraft, such as one approved by a supplemental type certificate (STC) or amended TC, that changes the aircraft category specified in block 4 of the standard airworthiness certificate.

(c) A change in the operating limitations for an aircraft with a special airworthiness certificate.

(2) Procedures for Amending an Airworthiness Certificate. Follow the procedures in paragraph 2-3 of this order except as follows:

(a) Review Aircraft Records. A complete review of aircraft records per paragraph 2-3.e of this order is not required. Review aircraft records as necessary in consideration of the reason for the amendment.

(b) Inspect Aircraft. A complete aircraft inspection per paragraph 2-3.f of this order is not required. Inspect the aircraft as necessary in consideration of the reason for the amendment.

Note: In amending a special airworthiness certificate, all operating limitations must be issued per the current version of this order; Appendix D, Table D-1.

b. Exchange.

(1) Eligibility. Owners that hold an unexpired FAA Form 1362A, *Certificate of Airworthiness*, FAA Form 1362B, *Certificate of Airworthiness*, or unexpired Form ACA-1362,

Certificate of Airworthiness, may apply for FAA Form 8100-2, *Standard Airworthiness Certificate*, or FAA Form 8130-7, *Special Airworthiness Certificate*, as applicable.

(2) Procedures for Exchanging an Airworthiness Certificate. Follow the procedures in paragraph 2-3 of this order except as follows:

(a) Review Application. The existing certificate serves as the application; an FAA Form 8130-6 is not required.

(b) Review Aircraft Records. A complete review of aircraft records per paragraph 2-3.e of this order is not required. Review aircraft records as necessary to verify that the applicant's request is valid.

(c) Inspect Aircraft. A complete aircraft inspection per paragraph 2-3.f of this order is not required. Inspect the aircraft per paragraph 2-3.f(1) and 2-3.f(2)(b) to verify that the exterior aircraft N-registration numbers and ID plate information match the application and registration.

c. Replacement.

(1) Eligibility. The FAA may issue a replacement airworthiness certificate when a certificate is declared lost, has been mutilated, is no longer legible, or contains inaccurate and/or erroneous information or when the aircraft registration number has changed. If the "inaccurate and/or erroneous information" was a result of errors induced or not detected by the assigned inspector (or designee) within 6 months of the most recently submitted airworthiness file, the inspector (or designee) should make the necessary corrections and resubmit the certification file to the Registry. If the "inaccurate and/or erroneous information" was detected within 6 months of the most recently submitted airworthiness file, the assigned inspector (or designee) should direct the applicant to create a new application for a replacement airworthiness certificate to correct the error(s). When issuing a replacement special airworthiness certificate, the operating limitations issued with the original airworthiness certificate must be issued with the replacement special airworthiness certificate, or an amended application should be created.

(2) Do not issue a replacement airworthiness certificate for the scenarios provided for under paragraph 2-4.a(1) of this order for amending an airworthiness certificate.

Note: Replacing an airworthiness certificate is an administrative function and does not require a finding of airworthiness.

(3) Procedures for Replacing an Airworthiness Certificate. Follow the procedures in paragraph 2-3 of this order except as follows:

(a) Review the Request. FAA Form 8130-6 is not required; a signed statement is acceptable. Inspect the signed statement requesting the replacement certificate to verify that it is from the registered owner, his or her agent, or an operator and includes the aircraft registration number, make, model, and S/N and a valid reason for replacing the certificate.

(b) Review FAA Airworthiness Records on File at the Registry. A replacement airworthiness certificate may be issued if all the information from the lost or mutilated certificate can be positively established from the maintenance records, the certificate's remains, or the Registry. If there is insufficient data on which to base issuance of the replacement certificate, including the original operating limitations, do not issue the replacement certificate; advise the applicant to apply for a new airworthiness certificate.

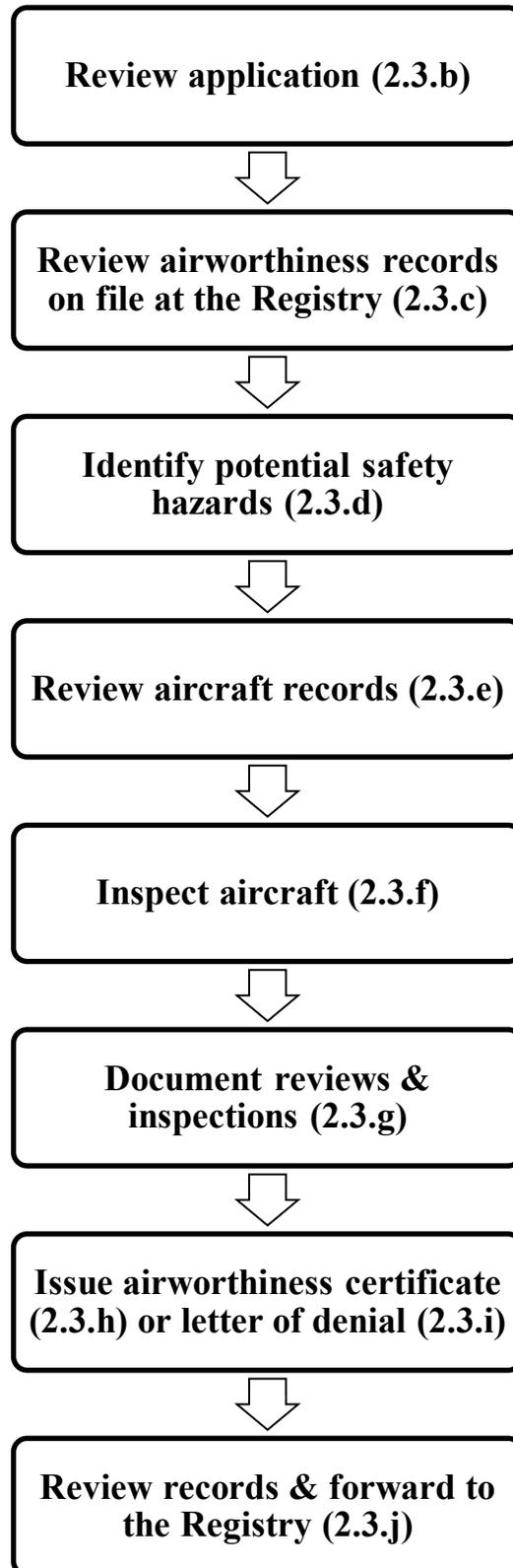
(c) Review Aircraft Records. A complete review of aircraft records per paragraph 2-3.f of this order is not required. Review records as necessary to verify that the applicant's request is valid, and that the aircraft is eligible for the requested airworthiness certificate. When replacing an airworthiness certificate because the aircraft registration number has changed, review both the registration and, when applicable, Aeronautical Center Form 8050-64, Assignment of Special Registration Marks, to verify the aircraft is currently registered and to verify the current N-number.

(d) Inspect Aircraft. A complete aircraft inspection per paragraph 2-3.e of this order is not required. Inspect the aircraft as necessary to verify that the applicant's request is valid, and that the aircraft is eligible for the requested certificate.

(e) Issue Airworthiness Certificate. When issuing a replacement for a special airworthiness certificate, the operating limitations must match the operating limitations on the original certificate verbatim. Only modifications to the operating limitations for correcting administrative mistakes are allowed. When issuing a replacement for a standard airworthiness certificate that lists an exemption or exemptions in block 5, follow paragraph A-3.e to complete block 5.

d. Surrender. Verify that the aircraft owner's written authorization to surrender the airworthiness certificate states why the certificate is being surrendered. Except for an expired experimental airworthiness certificate, email a digital copy of the authorization and certificate to AFB-710 "Submit.Aircraft.Registry@faa.gov," for retention in the permanent airworthiness files.

e. Transfer. An airworthiness certificate is transferred with the aircraft (§ [21.179](#)), for example, if there is a change of ownership or transfer of registration.

Figure 2-1. Common Steps for Issuing an Airworthiness Certificate

Chapter 3. Issuing Standard Airworthiness Certificates (§ 21.183)

3-1. Introduction. This chapter provides policies and procedures for issuing standard airworthiness certificates under § [21.183](#) for aircraft in the normal, utility, acrobatic, commuter, or transport category; manned free balloons; and special class aircraft designated by the FAA under § [21.17\(b\)](#).

3-2. Common Requirements for Reviewing Aircraft Records. In addition to the common requirements for reviewing aircraft records in paragraph 2-3.e of this order, the following requirements also apply to certain airplanes per § [21.183](#):

Note: This list is not exhaustive. Other requirements may apply and require verification during your review of aircraft records, such as § [91.1505](#), *Repair assessment for pressurized fuselages*, and § [91.1507](#), *Fuel tank system inspection program*.

a. Noise. Per § [21.183\(e\)](#), for an application to issue an original standard airworthiness certificate, review records to verify compliance with the applicable noise requirements of 14 CFR [Part 36](#) or Part 91, subpart I, as applicable.

b. Emergency Exit. Review records for transport category airplanes manufactured after October 16, 1987, to verify compliance with the passenger emergency exit requirements of § [21.183\(f\)](#).

c. Fuel Venting and Exhaust Emission. Per § [21.183\(g\)](#), review records to verify compliance with the fuel venting and exhaust emission requirements of Part 34.

3-3. New Aircraft Manufactured Under a PC (§ 21.183(a)). Aircraft manufactured under a PC are eligible for issuing an airworthiness certificate without further showing in accordance with § [21.183\(a\)](#). The submission of FAA Form 8130-9 is not required. The FAA may inspect each aircraft to determine conformity with the approved type design. The inspection frequency may be adjusted by the geographic CM section or the CM branch, which has certificate management responsibility over the certificate holder. Consider the following in adjusting inspection frequencies: recent changes in the aircraft design, the quality system, personnel, and the supply base; and recent customer-identified deficiencies, quality escapes, service difficulties, incidents, and accidents. When inspecting an aircraft, follow the applicable procedures in paragraphs 2-3 and 3-2 and the following:

a. Review Aircraft Records.

(1) Review the PC and the production limitation record (PLR) to verify that the holder is authorized to manufacture the applicable aircraft make and model.

(2) Review the manufacturer's records to verify that quality system procedures have been completed satisfactorily, including production flight testing of the aircraft.

b. Reserved.

3-4. New Aircraft Manufactured Under a TC Only (§ 21.183(b)). Follow the common procedures for issuing an airworthiness certificate in paragraphs 2-3 and 3-2 of this order and the following:

a. Review Application.

(1) Verify that the manufacturer is still authorized to manufacture under a TC since such authorizations are of limited duration.

(2) Review FAA Form 8130-9, *Statement of Conformity*, to verify proper completion and to verify the applicant certifies the aircraft is airworthy and was flight tested. Refer to FAA Order 8110.4 for additional FAA Form 8130-9 information.

b. Review Aircraft Records.

(1) Review the FAA's inspection records for each aircraft to verify that any prior findings have been properly addressed.

(2) Review the manufacturer's records to verify that any interim quality system procedures have been completed satisfactorily, including production flight testing of the aircraft.

(3) Verify that any nonconformities involving material review actions have been resolved through the responsible certification branch before issuing an airworthiness certificate.

c. Inspect Aircraft. You must inspect each aircraft presented for issuance of a standard airworthiness certificate to find the aircraft airworthy. Adjust inspections as necessary for any significant changes in manufacturing systems, procedures, or personnel or when changes have been introduced into the aircraft. Inspect the aircraft to verify conformity to its TC, including applicable ADs. This does not imply that every article must be subjected to a conformity inspection. Conformity inspections of articles should only be conducted when, in the FAA's judgment, conformity cannot be substantiated by any other means.

3-5. New Import Aircraft, Foreign SOM (§ 21.183(c)). Follow the procedures for issuing an airworthiness certificate in paragraphs 2-3 and 3-2 and chapter 20 of this order.

3-6. Used Aircraft (§ 21.183(d)). This paragraph applies to issuing a standard airworthiness certificate for a used aircraft, including a surplus aircraft of the U.S. Armed Forces. Follow the common procedures for issuing an airworthiness certificate in paragraphs 2-3 and 3-2 of this order and the following:

a. Review Aircraft Records.

(1) Review aircraft maintenance records to verify the aircraft was inspected and found airworthy per [§ 21.183\(d\)\(2\)](#) within 60 days before the date of the application. The rule requires the aircraft to have been inspected per the *performance* rules for 100-hour inspections in [§ 43.15](#), meaning the use of a checklist that includes at least the scope and detail of Appendix D to [Part 43](#). In lieu of a 100-hour type inspection, it is acceptable for the aircraft to have been inspected with an equivalent performance standard acceptable to the FAA, such as any

inspection program prescribed under [§ 91.409](#). If inspected per an approved progressive or continuous airworthiness inspection program, this means all inspections must be current. For aircraft with no manufacturer's recommended inspection program, the inspection program must be one approved by the FAA. This inspection program must have the equivalent performance standard defined to be eligible for compliance with any aircraft certificate conformity inspection used to issue an airworthiness certificate. Verify that one of the following persons performed this inspection and found the aircraft airworthy:

- (a) The manufacturer;
- (b) The holder of a repair station certificate issued under [14 CFR Part 145](#);
- (c) The holder of a mechanic certificate as authorized in [14 CFR Part 65](#); or
- (d) The holder of a certificate issued under [14 CFR Part 119](#) having a maintenance and inspection organization appropriately rated for the type of aircraft involved.

(2) Surplus Aircraft of the U.S. Armed Forces. Review:

(a) FAA Form 8130-31, *Statement of Conformity – Military Aircraft*, or its predecessor, FAA Form 8130-2, *Conformity Certificate – Military Aircraft*. This form is issued to a military service at the time of manufacture to identify deviations from the FAA TC for a new military aircraft that was derived from an FAA, type-certificated aircraft. Verify that any deviations have been corrected. Refer to FAA Order 8110.101, *Type Certification Procedures For Military Commercial Derivative Aircraft*, concerning the use of these forms.

(b) Military maintenance records to determine if operating limitations were exceeded; if so, contact the responsible certification branch for an airworthiness assessment of all exceedances.

(c) Records of engines, gearbox assemblies, landing gear, instruments, or other articles establishing that they originally conformed to the TC and have been maintained per applicable FAA requirements. Military maintenance and/or repair station records may be used for this purpose.

b. Used, Imported Aircraft. For an application for a standard airworthiness certificate for a used, imported aircraft, refer to Chapter 20 of this order for additional related policies and procedures.

3-7. Manned Free Balloons. Follow the applicable procedures for issuing a standard airworthiness certificate in paragraphs 3-3 through 3-6 of this order and the following:

a. Inspect Aircraft. Inspect the aircraft to verify that the applicant is presenting a complete aircraft for issuance of a standard airworthiness certificate. For a manned free balloon, a complete aircraft consists of an envelope with an eligible burner, fuel system, and basket; verify that the combination is allowed per the TCDS. You may not issue a standard airworthiness certificate for an article only.

b. Delivery of New Envelopes. Manufacturers of manned free balloons may deliver a balloon envelope when the envelope is the only article ordered. A manufactured balloon envelope assembled to a burner and basket and flight tested is eligible for a standard airworthiness certificate. The envelope, along with the standard airworthiness certificate and the logbook, may be delivered without the burner and basket. The envelope may then be assembled to a different burner and basket per the TC. A person may interchange the burner and basket as a preventive maintenance task described below.

c. Changing the Burner and Basket. A new airworthiness certificate is not required when the aircraft is disassembled, and a different burner and basket combination is installed, as the TC allows. Reassembly of the envelope and bottom-end articles into a complete aircraft may be performed as preventive maintenance under [14 CFR Part 43, appendix A, paragraph \(c\)\(27\)](#). The aircraft records must properly reflect the installation of the bottom-end articles and record the new empty weight. The bottom-end components must be in a current “annual or 100-hour” inspection status. The individual records of the bottom-end articles must be maintained.

d. Replacement Envelopes. If an envelope is provided only as a replacement article without obtaining a new aircraft S/N, registration number, or ID plate, the installation of the replacement envelope is a maintenance item under [Part 43](#). This requires appropriate documentation of the work performed and a return to service entry in the aircraft records by a person authorized to perform the maintenance. The aircraft ID plate, S/N, and registration number are carried over from the previous aircraft envelope.

Chapter 4. Issuing Special Airworthiness Certificates

Section 1. General

4-1. Introduction.

a. This section provides common procedures for issuing a special airworthiness certificate. A special airworthiness certificate may be issued for:

- (1) Primary. A primary category aircraft under § [21.184](#).
- (2) Restricted. A restricted category aircraft under § [21.185](#).
- (3) Limited. A limited category aircraft under § [21.189](#).
- (4) Provisional. An aircraft that meets Part 21, subpart C, Provisional Type Certificates, and subpart I, Provisional Airworthiness Certificates.
- (5) Light-Sport. A light-sport category aircraft under § [21.190](#).
- (6) Experimental Purposes. An aircraft for an experimental purpose under § [21.191](#).
- (7) Special Flight Permits. An aircraft that does not currently meet applicable airworthiness requirements but is capable of safe flight and meets §§ [21.197](#) and [21.199](#).

b. Section 2 of this chapter provides common policies and procedures for issuing a special airworthiness certificate for experimental purposes.

c. Additional policies and procedures specific to certain aircraft categories, experimental purposes, and SFPs are provided in subsequent chapters of this order.

d. The following special airworthiness certificates have similar provisions for crew training and for demonstration flights. Note the differences among the scopes of these provisions to ensure you issue the appropriate certificate.

(1) Experimental airworthiness certificate for crew training under [§ 21.191\(c\)](#) is for training the applicant's flight crews. This normally includes a manufacturer's employees who need to be trained in experimental aircraft but may also include a company/applicant that operates an experimental aircraft and needs to train its pilots/employees to obtain an appropriate type rating or authorization to serve as a pilot in command (PIC) of the aircraft.

(2) Experimental airworthiness certificate for market survey under [§ 21.191\(f\)](#) is for purposes of conducting market surveys, sales demonstrations, and customer crew training only as provided for in [§ 21.195](#). Customer crew training is for training the customer's flight crews.

(3) An SFP under [§ 21.197\(a\)\(5\)](#) is for aircraft manufacturers for conducting customer demonstration flights in new production aircraft that have satisfactorily completed production flight testing.

(4) An aircraft manufacturer, therefore, could conduct sales/customer demonstration flights as experimental for market survey or with an SFP under § 21.197(a)(5).

4-2. Common Procedures for Issuing a Special Airworthiness Certificate. Except for issuing an SFP, follow the common procedures in paragraph 2-3 of this order for issuing an airworthiness certificate and appendix D to this order for issuing operating limitations. As applicable, include the elements of paragraph 4-4 in the records review and aircraft inspection.

4-3. Flight Operations Outside the United States. A special airworthiness certificate does not authorize flight operations over a foreign country. However, the FAA may issue the certificate when the applicant intends to operate the aircraft over other countries if the applicant meets the requirements for that certificate. A U.S. special airworthiness certificate is often helpful to a civil aviation authority (CAA) when issuing permission to operate the aircraft in or over its country. If the FAA knows the affected CAA will not permit the operation of the aircraft in or over its country, the FAA cannot deny issuance of the certificate if the applicant has met the requirements for that certificate. In any case, an ASI should make the applicable CAA(s) aware of the aircraft, its category or experimental purpose, and the operating limitations for the aircraft.

4-4. Aircraft Equipped with Explosive Devices or Jettisonable Stores. These systems are usually associated with former military or certain restricted category aircraft.

a. Maintenance of Jettisonable Stores. Verify that the applicant's inspection program includes maintenance and inspection of jettisonable stores systems per the manufacturer's procedures.

b. Ejection Seat Systems. Verify that the ejection seat system has been approved for use in the aircraft model by the aircraft manufacturer or by a military service using that aircraft model.

c. Procedures for Securing Aircraft. Verify that the applicant has provisions and procedures for securing the aircraft whenever it is parked to prevent inadvertent operations of a system that uses an explosive device.

d. Airport Notification. Verify that the applicant has notified the airport manager where the aircraft is based concerning the presence of jettisonable stores, any explosive devices, and planned operations of the aircraft from that airport.

e. Marks for Explosive Devices. Verify that the applicant clearly marked all explosive devices on the exterior of the aircraft. Marks must clearly indicate that the aircraft is equipped with explosive devices.

f. Operations with Jettisonable Stores. Except for certain restricted category aircraft, only aircraft with an experimental airworthiness certificate for R&D may be operated with a jettisonable store and only for a test that requires jettisoning that store.

Section 2. Experimental Airworthiness Certificates

4-5. Introduction. This section provides common policies and procedures for issuing special airworthiness certificates for experimental purposes.

4-6. Common Procedures for Issuing an Experimental Airworthiness Certificate (§ 21.191). Follow the procedures for issuing an airworthiness certificate in section 1 of this chapter and the following:

a. Review Application.

(1) Verify the program letter meets [§ 21.193](#):

(a) Purpose. Ensure the program letter clearly describes how the aircraft will be used and verify the operation meets a [§ 21.191](#) purpose. Guidance is contained in Appendix C. Using the same aircraft for overlapping programs is acceptable, and the program letter can outline one or more programs. After showing compliance with [§ 91.319\(b\)](#), the aircraft can be used to support other aircraft in the program or other experimental programs the applicant has underway. If applicable, verify that such support activities are described in the program letter.

(b) Time. Verify that the program letter contains the estimated number of flights or flight hours, and the period of calendar time required for the operation.

(c) Area. Verify that the program letter defines the specific area over which the aircraft will be operated, including routes to and from specified airports. A written or pictorial description or an aeronautical chart is acceptable. You may consult with an operations ASI, per paragraph 1-6, to ensure the suitability of the area.

(d) Drawings or Photographs. Unless converted from a previously type-certificated aircraft without significant change in the external configuration, verify the program letter includes three-view drawings or three-view dimensioned photographs of the aircraft.

Note: If the three-view drawings or photographs are marked as proprietary in the program letter, the ASI will review the drawings and photographs. Do not send any documents to the Aircraft Registration Branch that are labeled as proprietary, confidential, company-sensitive, subject to International Traffic in Arms Regulation (ITAR) or Export Administration Regulations (EAR), or contain any other label indicating the document is restricted from public or foreign disclosure.

(2) Eligibility. Verify that the program letter supports the requested experimental purpose, and that purpose is one listed in [§ 21.191](#). For example, except as provided for under §§ [21.191\(f\)](#) and [21.195](#), brokering or marketing of experimental aircraft is not a valid experimental purpose; this includes an individual who manufactures, imports, or assembles an aircraft and then applies for an experimental airworthiness certificate to help sell the aircraft.

(3) Information for Operating Limitations. Verify that the level of detail in the program letter is sufficient to enable the FAA to prescribe all appropriate operating limitations.

(4) Multiple Purposes. If the applicant is seeking an experimental airworthiness certificate for multiple purposes, verify that the program letter clearly documents all the items listed in paragraph 4-6.a(1) of this order separately for each purpose. In addition, verify that the program letter describes any required configuration changes for changing purposes, including adding or removing equipment and enabling or disabling systems; required configuration changes are typically specified via the modification or addition of operating limitations. Configuration changes may also require adjustments to the aircraft inspection program. Refer to paragraph 4-8 of this order for additional policies and procedures concerning multiple experimental purposes.

b. Inspect Aircraft.

(1) Special Aircraft Marks. Inspect the aircraft to verify that the aircraft is marked “Experimental.”

(2) Information to Safeguard the Public. Per [§ 21.193\(c\)](#), upon inspecting the aircraft, obtain any pertinent information from the applicant as necessary to safeguard the general public.

c. Issue Airworthiness Certificate (paragraph 4-2).

(1) Flight Tests. For flight tests, refer to paragraph 4-7 of this order for additional policies and procedures concerning flight test areas.

(2) Reserved.

4-7. Flight Test Areas.

a. Assigned Flight Test Area.

(1) Section 91.319(b) of 14 CFR requires that an unproven experimental aircraft be assigned to a flight test area until it is shown that the aircraft is controllable throughout its normal range of speeds, is controllable throughout all maneuvers to be executed, and has no hazardous operating characteristics or design features. Per § 91.305, verify the assigned test area includes areas over open water or sparsely populated areas and that it has light air traffic. Evaluate each application to determine that the flight test area and airports are sufficient to accomplish the program. In some cases, assigning multiple flight test areas and airports may be required to accommodate various aircraft configurations, types of operations, airport facilities, or safety hazards.

(2) It is recommended that you coordinate the applicant’s proposed flight test area with an operations ASI. In addition, consider coordinating with the applicable Air Traffic Control (ATC) facilities. The General Aviation and Commercial Division

Operations Branch (AFS-830) is available to assist in resolving any issues in assigning flight test areas.

b. Airport Adjacent to Densely Populated Area.

(1) Acceptable Approach/Departure Route. In the case of the first flight of an aircraft from an airport adjacent to densely populated areas, but with at least one acceptable approach/departure route that is compliant with [§ 91.305](#), ensure a route is selected which subjects the fewest number of persons and the least property to possible hazards. The description of the area selected by the applicant and agreed to by the FAA must be included in the operating limitations.

Note: An acceptable approach/departure route must comply with [§ 91.305](#) and provide a reasonable opportunity to execute an off-airport emergency landing that will not jeopardize other persons or property.

(2) No Acceptable Approach/Departure Route. In the case of an aircraft located at an airport with no acceptable approach/departure route, you may issue the airworthiness certificate that includes an operating limitation that prohibits operations at that airport. Advise the applicant to relocate the aircraft to an airport suitable for flight testing.

c. Aerobatics.

(1) Aerobic maneuvers may be permitted while the aircraft is in the assigned flight test area if the aircraft has the capability of such flight. However, these maneuvers should not be attempted until sufficient flight experience has been gained to establish that the aircraft is controllable.

(2) Aerobic maneuvers that have been demonstrated in the assigned flight test area should be documented in the aircraft records. Only those aerobic maneuvers that have been successfully accomplished should be permitted after leaving the assigned flight test area.

d. Duration of Assignment to the Flight Test Area.

(1) Duration. Judge each program duration based on the type, complexity, and condition of the aircraft and the complexity of the test. For example, flight testing in conjunction with a minor STC alteration may require only one hour in an assigned flight test area, while the initial operation of a prototype jet aircraft or a former military aircraft may require much more time. In some cases, it may be appropriate to specify the duration as completion of the flight test program, not a fixed flight time.

(2) Finding Compliance. You may amend the operating limitations to permit flight outside of the assigned flight test area after the applicant shows and you find compliance with [§ 91.319\(b\)](#). Your finding may be based on a statement by the pilot in the aircraft maintenance records that the aircraft is controllable throughout its normal range of speeds and throughout all the maneuvers to be executed and has no hazardous operating characteristics or design features. You may also witness flights or inspect the aircraft if deemed necessary. You may also find compliance based on the FAA-approved procedures of a PC holder or modifier, as

discussed in paragraph 4-9 of this order. An application is required to amend the airworthiness certificate/operating limitations.

e. Phased Operating Limitations. Phased operating limitations are issued for exhibition, air racing, operating amateur-built aircraft, operating primary kit-built aircraft, operating light-sport category kit-built aircraft, operating former light-sport category aircraft, or operating light-sport aircraft under [§ 21.191](#). Phased operating limitations are further discussed in paragraph D-3 of Appendix D.

(1) Phase I typically means the initial period of flight testing for an applicant to demonstrate that the aircraft complies with [§ 91.319\(b\)](#). For example, Phase I flight testing is required for a newly assembled amateur-built aircraft, newly assembled kit-built light-sport category aircraft, other experimental aircraft that were disassembled and re-assembled, and expansions of flight limitations beyond what was previously demonstrated under Phase I testing. Phase I may also apply to an aircraft that has been in long term storage or following a major alteration.

(2) Phase II means the period after satisfactory completion of Phase I testing.

f. Operating Outside Flight Test Areas. Except as provided for in paragraphs 4-9 and D-3 of appendix D to this order, operation of the aircraft outside an assigned flight test area will require the issuance of an amended experimental airworthiness certificate with amended operating limitations if Phase II operating limitations were not included with the certificate.

4-8. Multipurpose Experimental Airworthiness Certificates. An experimental airworthiness certificate may be issued for more than one of the purposes under [§ 21.191](#). When more than one purpose is requested, verify that the operator has adequate procedures for ensuring the aircraft is in condition for safe operation when changing purposes. The issuance of multiple-purpose certificates for R&D and showing compliance should be limited to PC holders; this may be extended to modifiers ([§ 21.195\(c\)](#)) when justified. PC holders or modifiers may submit a procedure that meets the requirements of paragraph 4-9 of this order to their geographic responsible FAA office for approval.

Note: Issuing multiple certificates for a restricted category aircraft under [§ 21.187](#) is different than issuing an experimental airworthiness certificate with multiple purposes or issuing multiple experimental airworthiness certificates for multiple purposes. Issuance of multiple certificates for restricted category aircraft is covered by Chapter 7 of this order.

a. Options. Use your discretion in determining the best option for the desired use. Options include issuing multiple certificates, issuing a multipurpose certificate, or not allowing the aircraft to be used for more than one purpose.

b. Configuration Changes. Consider how the aircraft configuration may change and how the aircraft's operation may change from one purpose to another. This information should be included in the program letter because it may impact the operating limitations issued to the applicant, and/or additional inspections may be required when changing purposes.

Example 1: The holder of an experimental exhibition certificate seeks an experimental R&D certificate for flying as a chase aircraft in support of an R&D project. No alterations to the aircraft are necessary. An applicant could be allowed to hold both exhibition and R&D certificates. No further action is required when the R&D project is completed because the applicant still holds the exhibition certificate.

Example 2: The holder of an experimental exhibition certificate seeks an experimental R&D certificate to test new sensor technology. The operator will need to appreciably modify the aircraft. The aircraft should only hold the R&D certificate.

Example 3: An applicant for an experimental airworthiness certificate for operating an amateur-built aircraft mentions they intend to race the aircraft. A single certificate with both purposes listed may be appropriate in this situation.

Note: Configuration changes and operational differences should also be considered if the applicant intends to conduct public or military aircraft operations while holding the experimental airworthiness certificate.

4-9. PC Holder's or Modifier's Procedure for Operating Experimental Aircraft. A PC holder or aircraft modifier who applies regularly for special airworthiness certificates to conduct flight tests following the same procedures may submit its procedures to its geographically responsible FAA office for approval. Coordinate the document review with a local operations inspector. Having an approved procedure benefits the applicant and the FAA with increased standardization, simpler program letters, reduced duplication of coordination among FAA offices, and timelier issuance of airworthiness certificates. After approval, the procedure may be listed in the operating limitations as indicated in Appendix D to this order. The FAA may exclude certain aircraft from the privileges of all or part of this procedure, such as the first aircraft of a new model or a non-production R&D aircraft. These procedures must not provide relief from any operation limitation or regulation. The procedure should include the following elements:

a. Flight Test Area. A description of the flight test area that meets paragraph 4-7 of this order.

b. Flight Log. A daily flight log that records the completion of pre-flight inspections and compliance with [§ 91.319\(b\)](#) for the duration of the certificate.

c. Flights Outside the Test Area. A description of the method used to conduct and record necessary flights outside the test area, and for maintaining these records. This procedure will remain active for the duration of the certificate and will eliminate the need for the PC holder to obtain approval for each flight.

d. Carriage of Persons. A description of the method used to define the persons who may be carried during these flight operations that includes:

(1) A requirement that the PIC advise each person of the experimental nature of the aircraft, per [§ 91.319\(d\)](#).

(2) A method of recording persons carried on each flight for the duration of the certificate.

(3) A provision that no persons may be carried in the aircraft during flight unless that person is required for the purpose of the flight. Persons other than flight crew members may be carried when the following conditions are met:

(a) The aircraft is of the same basic model that previously has shown compliance with §§ [91.319\(b\)](#) and [21.195](#).

(b) Flight tests do not include intentional maneuvers involving abrupt changes in the aircraft's attitude, abnormal attitudes, or abnormal acceleration/deceleration not necessary for normal flight.

(c) The procedures specifically cover the types of flying permitted while carrying persons other than flight crew members.

e. Multiple Experimental Purposes. A description of the method used to determine whether an aircraft is in a condition appropriate for the purpose intended when changing from one experimental purpose to another, including documenting the results of this determination in a maintenance record or daily flight sheet.

f. Carrying the Approved Procedure. A requirement that a copy of the procedures approved under paragraph 4-9 of this order be carried in the aircraft while operating under the privileges of this procedure. A copy of this procedure may also be included or directly referenced in the PC holder's quality manual for the convenience of the manufacturer and the FAA.

g. Other. Any other procedures deemed necessary in the interest of safety.

h. Approval of this procedure. Review and approval may require the coordination of different offices within the FAA (such as CM sections, responsible Flight Standards District Office (FSDO), Certificate Management Office (CMO), International Field Office (IFO), the Air Traffic Control (ATC), the Aircraft Evaluation Division (AED), and outside the agency. This could include airport first responders, such as fire departments and security. The FAA office responsible for oversight of the manufacturer is responsible for coordination.

4-10. Former-Military Aircraft Operated for Experimental Purposes.

a. Advising the Applicant. Advise the applicant to review the following FAA ACs.

(1) FAA AC 21-54, *Experimental Airworthiness Certification of Certain Former-Military Aircraft*.

(2) FAA AC 43-209, *Recommended Inspection Procedures for Former Military Aircraft*.

b. Eligibility.

(1) If a TC has not been issued for the aircraft, it may be eligible for a special airworthiness certificate for the experimental purpose of R&D, crew training, exhibition, or air racing.

(2) Some aircraft may have high-risk factors that may be impractical to mitigate and, consequently, may not be eligible for an airworthiness certificate.

c. Identify Potential Safety Hazards. Given the variety of aircraft types, models, alterations, operational histories, and airworthiness ramifications of possible long-term storage, becoming familiar with former military aircraft is especially important. Additional considerations for becoming familiar with the aircraft and with potential safety hazards include the following:

(1) Identify the aircraft model and/or series and the type of engine(s), propellers, and other systems installed, as applicable. Obtain as much historical information as possible, including S/Ns, aircraft, and component life limits, overhaul dates, airframe cycles, and engine time and cycles.

(2) Review accident and incident data for the aircraft model. Data can be retrieved from the NTSB [database of accidents and incidents](#), the FAA, and other international and military sources.

(3) Review available aircraft type club information.

(4) Review the ownership history of the aircraft. This may provide information on how the aircraft was previously operated and maintained, which may have implications for the airworthiness inspection.

(5) Become familiar with the scope of any restoration, repairs, and maintenance conducted by or for the applicant. It is also helpful to become familiar with the general condition of working/storage areas, the availability of spare parts, and equipment before conducting the formal records inspection.

(6) Ensure the operator has a complete set of the applicable military flight, inspection, and maintenance manuals for the aircraft and inspection and maintenance manuals for the engine.

(7) Ensure the operator has applicable military technical orders to address known issues related to airworthiness, maintenance, and servicing.

(8) Identify any high-risk factors associated with the aircraft's design, manufacture, maintenance, and operation. Verify that the applicant adequately mitigates any high-risk factors.

d. Import Documentation for Imported, Former-Military Aircraft.

(1) Records for imported former military aircraft that may have weapons installed should include the following documents issued by the [Department of Justice, Bureau of Alcohol, Tobacco, Firearms, and Explosives \(ATF\)](#):

(a) ATF Form 6, *Application and Permit for Importation of Firearms, Ammunition, and Defense Articles*.

(b) ATF Form 6A, *Release and Receipt of Imported Firearms, Ammunition, and Defense Articles*.

Note: If you have any questions regarding ATF Forms 6 or 6A, contact the ATF Firearms and Explosives Imports Branch.

(2) A product that was declared as parts, scrap, or for museum display on any documentation related to importing that product is not eligible for an airworthiness certificate. This includes documents issued by or for ATF, Customs and Border Protection, or the Department of State.

e. Demilitarization of Former-Military Aircraft.

(1) Removing or Disabling Systems. The FAA may require that some systems be removed or disabled to establish a condition for safe operation for the intended use. For example, safe operation of guns, cannons, targeting radars, electronic jammers, jettisonable stores (including external store pylons and external fuel tanks), or explosive devices may not be feasible under or consistent with the intended experimental purpose. Potential safety hazards related to these systems include accidental firing of guns, accidental release of stores, accidental operation of radars on the ground, compartment fires, and damage to the airframe. These hazards may pose risks to other aircraft and to persons and property on the ground and may not be able to be adequately mitigated via operating limitations. Although some of these systems may be required to support a valid R&D purpose, the applicant and the FAA need to understand the corresponding safety risks and work closely together to determine the feasibility of mitigating these risks via operating limitations.

(2) Additional Information on Weapons. For additional information on aircraft weapons systems, refer to aircraft maintenance manuals and the related weapons delivery manual. Some aircraft manufacturers may offer guidance on aircraft demilitarization. [U.S. Air Force Technical Order 00-80G-1, Make Safe Procedures for Public Static Display](#), can be used as a reference.

f. Ejection Seats.

(1) An inspection program for operable ejection seats will be based on a current manufacturer or military program and will include replacement intervals for life-limited or shelf-life-limited components such as pyrotechnic cartridges. These limits cannot be extended without the manufacturer's approval.

(2) The PIC and flight crew operating aircraft equipped with operational ejection seat(s), whether armed or not armed, must have satisfactorily completed an ejection seat training program per FAA AC 91-87, *Ejection Seat Training Programs*, within the past 24 calendar months prior to operation for this make and model of aircraft. Passengers of these aircraft must have a safety brief prior to flight per FAA AC 91-87.

(3) The PIC and flight crew operating aircraft that were previously issued an operating limitation that required FAA acceptance or approval of an ejection seat training program, meet that operating limitation if they successfully complete training using an ejection seat training program per the FAA AC 91-87 for the applicable aircraft make/model.

(4) For questions concerning specific aircraft and ejection seat training, contact the responsible FSDO or the Operations section office in the OSS (AFS-830).

g. Drag Chutes. As applicable, verify that the drag chute installation records reflect installation per applicable military installation requirements.

4-11. Flight Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Experimental aircraft that do not meet the requirements of § [91.180\(a\)](#) may be allowed to operate in RVSM airspace in certain circumstances as described in § [91.180](#); Part 91, appendix G; and the [Aeronautical Information Manual](#). In addition, at the time of the flight, ATC must find that the aircraft can be provided with appropriate separation and that the flight will not interfere with or impose a burden on other approved RVSM operations.

a. Flights for aircraft certification and development purposes may be allowed in RVSM airspace. These flights are typically limited to gathering data to show that the aircraft can meet the minimum standards for the operation in RVSM airspace specified in Part 91, appendix G. Further information regarding modifications or alterations that impact RVSM approval can be found in FAA AC 91-85, *Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum (RVSM) Airspace*.

b. Aircraft climbing or descending through RVSM flight levels without intermediate level off, to or from flight levels above RVSM airspace, may be accommodated. Obtain data from the operator showing that the aircraft can complete a non-stop climb to flight level 430.

4-12. Pioneer Era Aircraft. Replica, reproduction, restored, and similar aircraft based on aircraft from the pioneer era, before the year 1914 require special consideration. Many of these aircraft have limited maneuverability and are only capable of flying for very short distances. An application for an airworthiness certificate for these aircraft should be coordinated with the Systems Policy Branch (AIR-630) and the General Aviation and Commercial Division (AFS-800) by emailing the [coordination mailbox \(9-AVS-AIR-81302OPSLIMITS@faa.gov\)](mailto:coordination_mailbox(9-AVS-AIR-81302OPSLIMITS@faa.gov)) to ensure the operating limitations are appropriate for the intended operations.

Chapter 5. Primary Category (§ 21.184)

- 5-1. Introduction.** This chapter provides policies and procedures for issuing a special airworthiness certificate for a primary category aircraft under § [21.184](#).
- 5-2. General Requirements.** Follow the procedures in Chapter 4, section 1 of this order and the following:
- a. Review Aircraft Records.** Verify that any special inspection and preventive maintenance program for the applicable aircraft make and model was accepted by the FAA as follows:
 - (1) For airplanes, acceptance by the AED (MKC-AED) with engineering input by the certification branch where the TC application was made.
 - (2) For rotorcraft, acceptance by the AED (FTW-AED) with engineering input by the certification branch where the TC application was made.
 - b. Issue Airworthiness Certificate.** Advise the applicant that only a properly qualified pilot/owner may perform preventive maintenance under the special inspection and preventive maintenance program. To be properly qualified, a pilot/owner must successfully complete an FAA-approved course given by an approved aviation maintenance technician school, the PC holder for the pilot/owner's aircraft or another entity approved by the FAA.
- 5-3. New Aircraft Manufactured Under a PC (§ 21.184(a)).** Follow this order's procedures in paragraphs 3-3 and 5-2.
- 5-4. New Imported Aircraft (§ 21.184(b)).** Follow the procedures in paragraph 5-2 and chapter 20 of this order.
- 5-5. Aircraft Having a Current Standard Airworthiness Certificate (§ 21.184(c)).** As provided for under § [21.184\(c\)](#), an applicant may exchange a current standard airworthiness certificate for a special airworthiness certificate in the primary category if the aircraft meets § [21.24\(a\)\(1\)](#). Note that conversion from standard to primary categories allows an owner/pilot to perform preventive maintenance. The conversion will be made via STC. To issue a special airworthiness certificate under § 21.184(c), follow the procedures in paragraph 5-2 of this order and the following:
- a. Issue Airworthiness Certificate.**
 - (1) Obtain the standard airworthiness certificate from the applicant.
 - (2) Advise the applicant that its aircraft cannot be returned to a standard airworthiness certificate without showing that it meets all the requirements for a standard airworthiness certificate as prescribed by the regulations. Such a showing historically has been difficult when an aircraft has remained in a different classification or category for a lengthy period. To facilitate the return to a standard airworthiness certificate, the aircraft records should

indicate, among other requirements, that the aircraft has been maintained according to the manufacturer's instructions and that any alterations to the aircraft were either removed or approved by the FAA.

b. Reserved.

5-6. Other Aircraft (§ 21.184(d)). For an application for a special airworthiness certificate in the primary category for an aircraft that meets the criteria of [§ 21.24\(a\)\(1\)](#) and is not covered by paragraphs 5-3, 5-4, or 5-5 of this order, follow the procedures of paragraph 5-2 of this order and the following:

a. Review Aircraft Records. Review applicable records to verify:

(1) The aircraft conforms to an approved primary, normal, utility, or acrobatic type certificate, including compliance with all applicable ADs.

(2) The aircraft has been inspected and found airworthy within the past 12 calendar months per [§ 91.409\(a\)\(1\)](#).

b. Reserved.

Chapter 6. Restricted Category (§ 21.185)

6-1. Introduction. This chapter provides policies and procedures for issuing a special airworthiness certificate for a restricted category aircraft under [§ 21.185](#).

6-2. Common Requirements. Follow the procedures in Chapter 4, section 1 of this order and the following:

a. Review Application.

(1) Verify that the restricted category use and special purpose operation is indicated in section II, block B.3 of the application. Refer to FAA Order 8110.56, *Restricted Category Type Certification*, for the current listing of all special purpose operations approved under [§ 21.25\(b\)](#).

(2) If an applicant wishes to obtain approval for a new special purpose operation, refer to FAA Order 8110.56 for guidance in proposing new special purpose operations. Verify the aircraft is type-certificated in the restricted category under [§ 21.25](#), [CAR 8](#), or [§ 21.29](#) or previously type-certificated in another category and modified for the requested special purpose operation(s).

(3) In the case of an aircraft previously type-certificated in another category and modified for a restricted special purpose operation under [§ 21.25](#) or [CAR 8](#), the previously approved TC and the STC or approved data can be considered as the equivalent of a restricted TC. The TC and STC or approved design data should define the design parameters that make up the restricted category TCDS.

(4) Non-U.S.-manufactured aircraft type-certificated in any other category under [§ 21.29](#) are not eligible for certification in the restricted category unless the aircraft was issued a new or amended TC under [§ 21.29](#) or an STC under [§ 21.25](#) and subsequently was modified per the TC or STC. In this instance, [§ 21.185\(b\)](#) is the basis for issuing the restricted airworthiness certificate.

(5) Verify that the special purpose operation(s) indicated on the application is listed in the TCDS certification basis or approved by an installed STC.

b. Review Aircraft Records. Per [§ 21.185\(d\)](#), review records to verify compliance with the applicable noise requirements of [Part 36](#).

6-3. New Aircraft Manufactured as Restricted Category (§ 21.185(a)).

a. Under a PC. Follow this order's procedures in paragraphs 3-3 and 6-2.

b. Under a TC. Follow this order's procedures in paragraphs 3-4 and 6-2.

Surplus Military Aircraft of a U.S. Armed Force ([§ 21.185\(b\)](#)). Follow the procedures in paragraph 6-2 of this order.

6-4. Aircraft Previously TC'd in Another Category (§ 21.185(b)). For modified aircraft that were either surplus military aircraft of a U.S. Armed Force or previously type-certificated in another category and modified for a restricted special purpose operation under [§ 21.25](#) or [CAR 8](#), the previously approved TC and the STC or approved data can be considered as the equivalent of a restricted TC. The TC and STC or approved design data should define the design parameters that make up the restricted category TCDS. Follow the procedures in paragraph 6-2 of this order, and verify the following:

- a. The alteration conforms to the FAA-approved data, forming the restricted TC's basis.
- b. The aircraft is in a good state of preservation and repair and is in a condition for safe operation.

6-5. Recurrent Certificates for Restricted Category Aircraft (§ 21.185(a) or (b)). Follow the procedures in paragraph 6-2 of this order.

6-6. Import Aircraft (§ 21.185(c)). Follow the procedures in paragraph 6-2 and Chapter 20 of this order.

Chapter 7. Issue of Multiple Airworthiness Certifications for Restricted Category Aircraft ([§ 21.187](#))

7-1. Introduction. This chapter provides policies and procedures for issuing multiple airworthiness certificates for a restricted category aircraft under [§ 21.187](#).

Note: Issuing multiple certificates for a restricted category aircraft under [§ 21.187](#) is different than issuing an experimental airworthiness certificate with multiple purposes or issuing multiple experimental airworthiness certificates for multiple purposes. Issuance of multiple certificates and a multi-purpose certificate for experimental aircraft is covered by paragraph 4-8 of this order.

7-2. Procedures for Issuing Multiple Airworthiness Certificates for an Aircraft. The procedures for issuing multiple airworthiness certificates are a combination of the procedures covering standard (Chapter 3 of this order) and restricted (Chapter 6 of this order) airworthiness certificates, or limited (Chapter 8 of this order) and restricted airworthiness certificates and the following:

a. Review Application.

(1) Determine if the applicant needs one or more certificates. If an aircraft already holds an eligible airworthiness certificate under § 21.187, it is unnecessary to reissue that certificate when exercising the provisions of § 21.187 for issuance of multiple airworthiness certificates for a restricted category aircraft. Issue only the certificate needed. For example, only the restricted category certificate can be issued if the aircraft already holds a standard airworthiness certificate. AWC includes an instructional aid that provides supplemental information on the issuance of a special airworthiness certificate while allowing the applicant to retain a current standard airworthiness certificate when applying for multiple certificates for restricted category aircraft. Ensure section II.D of FAA Form 8130-6 is annotated by the application for the eligible airworthiness certificate the aircraft already holds and to retain.

(2) Verify the aircraft is eligible—

(a) Multiple certificates are required for the requested aircraft categories. An aircraft in the restricted category may be eligible for multiple airworthiness certificates if it can be converted to the normal, utility, acrobatic, commuter, transport, or limited category by removing or adding equipment by simple mechanical means. This provision does not extend to an aircraft in the primary or light sport category, or to an aircraft issued a certificate for an experimental purpose.

(b) By S/N for both categories according to the applicable TCDSs or STC.

b. Review Aircraft Records. Determine if operations in the restricted category would exceed the operating limitations of the other aircraft category. If so, the aircraft may not be eligible for a multiple airworthiness certificate. Any operations outside of the other category operating limitations while operating in the restricted category, unless approved for that aircraft, may make it impossible to return the aircraft to the other category unless a complete engineering

evaluation is made. Therefore, to retain eligibility for return to the other category after being operated in the restricted category, the following applies:

(1) While being operated in the restricted category, any changes made to the aircraft that are to be retained when returning to the other category, or any operations that are outside of the operating limitations of the other category, must be approved per the regulations and procedures applicable to the other category.

(2) If the maximum gross weight and/or operating limitations for the restricted category is/are higher than that for the other category, the aircraft is not eligible for operation in the other category after having been operated in the restricted category unless—

(a) The TCDS specifically states that the aircraft is eligible for operation in the other category after having been operated at the limitations applicable to the restricted category; or

(b) If the TCDS does not have such a note or any other reference, the operations outside of the other category operating limitations including increased gross weights must be FAA-approved.

c. Inspect Aircraft.

(1) Witness the applicant's method of compliance with [§§ 21.187\(a\)\(1\) and 21.187\(a\)\(2\)](#) and determine if the instructions for converting the aircraft from one category to the other are adequate.

(2) Reserved.

d. Issue Airworthiness Certificate(s).

(1) If the application is for restricted and limited categories, issue FAA Form 8130-7 with appropriate operating limitations for each category. If the application is for the restricted category and a category in the standard classification, issue FAA Form 8100-2 for the standard classification and FAA Form 8130-7 with appropriate conditions and operating limitations for the restricted category. If the aircraft already holds one of the certificates, only issue the certificate that is needed.

(2) If one of the multiple certificates is a standard airworthiness certificate, and the aircraft will be used for the carriage of passengers for compensation or hire in the standard configuration, evaluate the restricted special purpose operation to determine whether the airworthiness inspection prescribed in [§ 21.187\(b\)](#) will be required each time the aircraft is converted from a restricted airworthiness certificate to a standard airworthiness certificate. Normally, if the special purpose operation involves carriage of maximum loads or is subject to contamination by pesticides, herbicides, corrosives or other hazardous materials, the airworthiness inspection must be required and an operating limitation to this effect should be prescribed. In such cases, specify in that operating limitation whether this airworthiness inspection must be conducted by the FAA or an appropriately certificated mechanic.

Chapter 8. Limited Category (§ 21.189)

8-1. Introduction. This chapter provides policies and procedures for issuing a special airworthiness certificate for an aircraft in the limited category under § [21.189](#).

8-2. Procedures for Issuing an Airworthiness Certificate. Follow the procedures in Chapter 4, section 1 of this order and the following:

a. Review Aircraft Records.

(1) Review the TCDS, aircraft specifications, and/or applicable aircraft listing to verify that the aircraft is eligible for issuance of a special airworthiness certificate in the limited category. Refer to Table 8-1 of this chapter for aircraft makes and models with TCs in the limited category. If you are unsure whether an aircraft is eligible according to its TCDS, contact the responsible office listed in DRS for that TCDS.

(2) Review the aircraft maintenance records to verify the applicant met the § 21.189(a)(2) requirement for flight testing the aircraft. Verify that these records include the flight test findings and were signed by the pilot who conducted the flight test.

(3) Review available documents, such as military technical orders and inspection records to help you assess the airworthiness of the aircraft.

(4) Look for evidence of long-term storage and inactivity which may impact the scope of your aircraft inspection.

b. Inspect Aircraft.

(1) Because surplus military aircraft may have deteriorated due to prolonged storage, prolonged inactivity, or age, the applicant must show that the aircraft was thoroughly inspected to determine its state of preservation and repair and to ensure it is in a condition for safe operation. The inspection may require removing rivets and cutting openings to check the condition of faying surfaces and closed areas. If this is the case, the applicant should be advised that the inspection would be expedited if an airworthiness inspection is performed by an appropriately rated repair station or mechanic per the requirements of [Part 43](#).

(2) Reserved.

Table 8-1. Limited Category TCs

Original Manufacturer	TC Holder	Model	Limited Spec No.	DRS Listing
Boeing	Transcontinental and Western	B-17F and B-17G	AL-1	LTC-1
North American	S and R	B-25, B-25C, B-25G, B-25H, B-25J, and B-25N	AL-2	AL-2
Douglas	P.V. Shields	A-26B and A-26C	AL-3	TCS L-3
Douglas	Seaboard and Western	A-24 (Navy SBD-5)	AL-4	TCS L-4
Consolidated Vultee	R.M. Lewis	PB2Y-3, PB2Y-3R, PB2Y-5, PB2-5R, and PB2Y-5Z	AL-5	LTC-5
Consolidated Vultee	Consolidated Vultee	LB-30	AL-6	LTC-6
Sikorsky	Holmes	R-4B Helicopter	AL-7	LTC-7
Grumman	Air Trading Corp	TBF-1, TBF-1C, TBM-1, TBM-1C, TBM-3, and TBM-3E	AL-8	LTC-8
Douglas	Hughes	A-20B, A-20C, A-20G, A-20H, and A-20J	AL-9	TCL-9
Lockheed	Lockheed	P-38E, P-38J, P-38L, P-38M, F-5E, F-5F, and F-5G	AL-10	LTC-10
North American	Cal Pacific	P-51C, P-51D, and P-51K	AL-11	LTC-11
Beech	Cameron	AT-10, AT-10BH, AT-10GF, and AT-10GL	AL-12	LTC-12
Lockheed	Air Trading Corp	B-34, PV-1, and PV-2	AL-13	LTC AL-13
Northrup	Northrup	P-61, P-61A, and P-61B	AL-14	LTC-14
North American	Edmondson	A-36A	AL-15	LTC-15
Curtis	Holmberg	O-52	AL-16	LTC-16
Grumman	Utterback	J2F-3, J2F-4, J2F-5, and J2F-6	AL-17	LTC-17
Curtis-Wright	Prevost	P-40L and P-40N	AL-18	LTC-18
Sikorsky	Hel-i-cop Advertising	R-5A Helicopter	AL-19	LTC-19
Martin	Krogman	PBM-5	AL-20	LTC-20
Bell Aircraft	Bell Helicopter Textron	P-63C and P-63E	AL-21	LTC-21
North American	Mustang Aviation	BC-1	AL-22	LTC-22
Grumman	Grumman	F8F-1	AL-23	LTC-23
Chance-Vought	Chance-Vought	OS2N-1, OS2U-1, OS2U-2, and OS2U-3	AL-24	LTC-24
Grumman	Carlisle	FM-1	AL-25	LTC-25
Consolidated Vultee	Executive Airlines	L-1, L-1A, L-1B, L-1C, L-1D, L-1E, and L-1F	AL-26	LTC-26
North American	Wyatt	BT-9, BT-9A, BT-9B, and BT-9C	AL-27	LTC-27
Culver	Superior	PQ-14A, PQ-14B, YPG-14B, YPQ-14A, and Navy TD2C1	AL-28	LTC-28
Sikorsky	Stolp-Adams	R-6A and YR-6A, HOS-1 Helicopter	AL-29	LTC-29
Consolidated	Odom	C-87	AL-30	LTC-30
Curtis-Wright	Rehr	AT-9 and AT-9A	AL-31	LTC-31
North American	Franklin	BT-14	AL-32	LTC-32
Martin	Tennessee Gas Transmission Co.	B-26	AL-33	LTC-33

Chapter 9. Light-Sport Category Aircraft (§ 21.190)

9-1. Introduction.

a. Scope. This chapter provides policies and procedures for issuing special airworthiness certificates for aircraft—

- (1) that meet the definition of light-sport aircraft (LSA) in 14 CFR [1.1](#);
- (2) in the light-sport category under § [21.190](#); and
- (3) that belong to one of the following five classes: airplanes, gliders, powered parachutes, weight-shift-control (WSC) (commonly called trikes) aircraft, and lighter-than-air aircraft (balloons and airships).

b. Gyroplanes. Although gyroplanes meet the “light-sport aircraft” definition in § 1.1, they are excluded from obtaining a special airworthiness certificate in the light-sport category per § 21.190(a). Gyroplanes may be eligible for airworthiness certification in other aircraft categories or for experimental purposes.

c. Production Flight Testing. Policies and procedures for issuing an SFP for production flight testing LSA are included in paragraph 18-6 of this order.

9-2. General.

a. Manufacturer’s Statement of Compliance (SOC). To be eligible for a special airworthiness certificate in the light-sport category, [§ 21.190\(b\)\(1\)\(iii\)](#) requires a manufacturer’s SOC. Section [21.190\(c\)](#) specifies required elements of this SOC. A properly completed FAA Form 8130-15 meets this requirement for a manufacturer’s SOC.

b. LSA Consensus Standards.

(1) FAA Acceptance. To be eligible for an airworthiness certificate in the light-sport category, [§ 21.190](#) requires the applicant to present satisfactory evidence that the aircraft and manufacturer meet the applicable consensus standards. FAA acceptance of a consensus standard is published in the [Federal Register](#) via a notice of availability (NOA). To verify FAA acceptance of LSA consensus standards, refer to the FAA-accepted standards matrix and NOA information on the [FAA webpage for LSA](#).

c. First Make or Model LSA. Contact the AIR-842 email box at 9-AVS-AIR842-SLSA@faa.gov before issuing the first airworthiness certificate for a new make or model LSA. For powered parachutes and WSC aircraft, this includes a new combination of a wing and fuselage that was not previously issued a special airworthiness certificate under [§ 21.190](#). AIR-842 will coordinate to determine whether an audit must be conducted per FAA Order 8130.36, *Special Light-Sport Aircraft (SLSA) Audit Program*, prior to issuance of the airworthiness certificate. The FAA maintains a [Special LSA Make/Model Directory](#) for LSA that have already been issued a light-sport category airworthiness certificate. A designee may not issue the first airworthiness certificate for a new make or model LSA.

d. Changes With the Manufacturer. Contact AIR-842 before issuing a special airworthiness certificate under [§ 21.190](#) in the case of actual or pending changes with the manufacturer that may impact compliance with the accepted consensus standards, cessation of business, or change in ownership, name, or location.

9-3. Procedures for Issuing an Airworthiness Certificate. Follow Chapter 2 and Chapter 4, section 1 of this order and the following:

a. Review Application.

(1) FAA Form 8130-6. In reviewing the application for an LSA manufactured outside the United States, verify that box 11 is not checked or annotated with the origin of the aircraft. For the purpose of issuing a special airworthiness certificate, LSA manufactured outside the United States are not treated as imports but must be from a country having a bilateral agreement with the United States concerning airplanes.

(2) Manufacturer's SOC. Review the aircraft manufacturer's completed FAA Form 8130-15, *Light-Sport Category Aircraft/Kit Statement of Compliance*, per section 5 of Appendix A to this order for accuracy and completeness.

b. Review Aircraft Records and Documents.

(1) Per [§ 21.190\(b\)\(2\)](#), verify that the aircraft described on the application has not been issued a standard, primary, restricted, limited, or provisional airworthiness certificate or an equivalent airworthiness certificate by another CAA.

(2) Verify that all documentation is in the English language.

(3) Maintenance and Inspection Procedures.

(a) Verify that a written maintenance manual is with the aircraft and applies to its make, model, and S/N.

(b) Verify that any documents required by the applicable consensus standard for aircraft maintenance are with the aircraft.

(c) When maintenance or inspections were conducted before issuance of the special airworthiness certificate, verify that the person who performed those tasks was authorized to do so via the aircraft manufacturer's quality assurance manual.

(4) Continued Airworthiness Reporting System.

(a) Verify the Aircraft Operating Instructions (AOI) and/or the maintenance and inspection procedures/manual include(s) a continued airworthiness reporting system per [§ 21.190\(c\)\(5\)](#).

(b) Verify that the reporting system includes instructions for reporting to the manufacturer and retaining a copy of the report in the aircraft records. The system may allow the operator to submit paper or electronic reports or both.

Note 1: An LSA is not eligible for a special airworthiness certificate under [§ 21.190](#) if the manufacturer's continued airworthiness reporting system is no longer functioning.

Note 2: As discussed in the 2004 light-sport aircraft rule, a manufacturer that can no longer support its aircraft can transfer continued airworthiness responsibilities to a responsible person. This person must have access to the design data and production records for the applicable make/model of aircraft for developing new procedures for maintenance, repair, or alterations. The responsible person must have the authority to receive and evaluate service difficulty and/or safety of flight issues and the proper means to issue safety directives. Affected make/model aircraft may continue to operate with their current light-sport category airworthiness certificates when continued airworthiness responsibilities are properly transferred.

(5) Aircraft Operating Instructions (AOI).

Note: The AOI is also commonly called the pilot's operating handbook (POH). For the purposes of this order, the term AOI is used interchangeably with POH.

(a) Verify that the AOI and the flight training supplement are with the aircraft per [§ 21.190\(b\)](#).

(b) Verify that the AOI and flight training supplement applies to the aircraft make, model, and S/N being inspected.

(c) Verify that AOI data meets the applicable airspeed data identified in the [§ 1.1](#) definition of light-sport aircraft.

(d) Verify that the AOI includes a weight and balance chart, operating weights and loading (occupants, baggage, fuel, ballast) and, if applicable, maximum zero wing fuel weight for the aircraft as designed and manufactured. This data is part of the aircraft's permanent record and is a basis for the associated operating and performance data located in this documentation.

(6) Weight and Balance Chart. Verify the aircraft's completed weight and balance chart accurately reflects data in the AOI. Verify the aircraft as presented matches the AOI, the

aircraft equipment listing, and the regulations or it may not be certificated. Verify that the completed weight and balance chart, including load limits for occupants, oil, fuel, and baggage, is available in the aircraft.

(7) Aircraft Maintenance Records. Verify that aircraft maintenance records show the following:

(a) Satisfactory completion of required ground and flight tests and inspections of each aircraft per the production acceptance consensus standard.

(b) Compliance with all applicable manufacturer safety directives. Verify that the person who recorded that information has the appropriate authorization to perform the tasks in the safety directive.

(c) Compliance with all applicable ADs. This applies to an AD for a specific LSA make and model and for an AD issued against a type-certificated product or equipment installed in the LSA. If an AD is issued against a type-certificated product installed in a light-sport category aircraft, the aircraft manufacturer is required per the FAA-accepted consensus standard to issue a safety directive providing instructions on how to address the AD on the specific aircraft.

(8) Pre-Certification Work. When any work was performed on the aircraft (such as installations, assembly, or reassembly operations) after completion of original production ground and flight tests.

(a) Verify that the work performed on the aircraft is covered within the manufacturer's quality system documentation. This could be in the form of an authorization or instruction. When any of the requirements for an LSA cannot be substantiated by an applicant, the LSA is not eligible for an airworthiness certificate in the light-sport category.

(b) Verify that the manufacturer authorized the person who performed the work and that the work was properly documented in the aircraft records.

(c) Verify that the aircraft has a final inspection record showing acceptance by an authorized person.

(d) If the work affects the aircraft weight and balance chart, verify that the weight and balance has been recalculated.

(9) Consistency Among Documents. Verify that the data contained in the documentation is consistent. For example, the AOI, maintenance manual, and the aircraft's fuel tank placard must all prescribe the same fuel requirements.

(10) First Make or Model LSA. When issuing the first airworthiness certificate to any new make or model LSA, review the following additional items:

(a) Manufacturer's Ground Test Report. Verify that the report indicates test acceptance, the responsible person, and the qualification and title of the responsible person. Verify that the report uses standard, accepted aeronautical abbreviations.

(b) Manufacturer's Flight Test Report.

1 Verify that the revision level as called out in block 18 of FAA Form 8130-15 matches the manufacturer's quality assurance system revision level. When this documentation does not comply with the authorized processes, the production flight test acceptance report cannot be accepted to validate FAA Form 8130-15 for issuance of a special airworthiness certificate under [§ 21.190](#).

2 Verify that the report indicates production acceptance testing, the person responsible, the qualification and title of the production flight test pilot, and the location of the production flight testing. Verify that the data contents of the as-tested acceptance record are within the requirements of the AOI operating limitation ranges and parameters. Verify that the flight test report reflects the testing of the equipment identified in the AOI. Verify that the report uses standard, accepted aeronautical abbreviations.

3 When an LSA manufacturer delegates flight testing, verify that the manufacturer provided written authorization for that delegation.

Note: An LSA is only eligible for an SFP after a prototype of that model and configuration has been flown under an experimental airworthiness certificate for R&D. Refer to paragraph 18-6.b(1). All light-sport category pre-certification flight operations within the United States will be conducted with an SFP. All tests, inspections, or qualifications affecting the eligibility and determination of the airworthiness of the aircraft must be accomplished before issuing the light-sport category airworthiness certificate.

(c) Maintenance and Inspection Procedures. Verify that the maintenance and inspection procedures address engine/powerplant maintenance. Overhaul procedures for the engine/powerplant are not mandatory. Engine/powerplant procedures may be incorporated entirely within the aircraft maintenance manual or by reference into a separate engine/powerplant manual (such as a manual from the engine OEM). If the engine/powerplant maintenance and overhaul procedures are in a separate manual, verify that the aircraft maintenance manual includes a reference to the engine/powerplant and overhaul manuals; the reference must specify the unique identification information for the manual.

(d) Continued Airworthiness Reporting System. If the system relies on electronic media, verify that the electronic media and instructions are available as described.

c. Inspect Aircraft. Start the physical inspection after the aircraft is complete in every respect. Do not perform any fabrication, construction, assembly, testing, manufacturer's quality inspections, or closing work on the aircraft.

(1) Verify that the aircraft meets [§ 1.1](#) light-sport aircraft requirements, as applicable.

(2) Verify that the aircraft configuration matches the flight test report and AOI.

(3) Verify that the installed equipment is per the AOI.

(4) Verify that instruments are appropriately marked, and the required placards are located for easy reference. When inspecting airplanes, particular attention should be given to the airspeed indicator. Verify that the marks within the airspeed indicator match the AOI or POH indicated airspeed limitations (such as V_{NE} , red line; caution range, yellow arc; normal operating range, green arc; when equipped, flap operating range, white arc with lower limit of V_{SO} at maximum weight).

(5) As applicable, verify that system controls (for example, fuel selector(s) and electrical switches/breakers) are appropriately placed, clearly marked, provide easy access and operation, and function per the manufacturer's specifications and applicable consensus standard.

d. Correction of Discrepancies. Inform the applicant of any omissions, errors, or other discrepancies identified during your inspections. When the applicant is not the LSA manufacturer, each major repair or major alteration to an aircraft product produced under a consensus standard must be authorized by the manufacturer or a person acceptable to the FAA per [§ 91.327](#). Only when the required corrections have been made can an airworthiness certificate be issued.

e. Issue Airworthiness Certificate. Return the original manufacturer's SOC to the applicant for retention with the aircraft records.

9-4. Changing From Experimental Purpose to Light-Sport Category.

a. Eligibility. An LSA that has been previously issued an experimental airworthiness certificate may be eligible for certification in the light-sport category under the following conditions:

(1) When the light-sport prototype aircraft has been flown by the manufacturer under a special airworthiness certificate for the experimental purpose of R&D, and the manufacturer provides the documentation required by [§ 21.190](#) with the appropriate FAA forms and applications.

(2) When an applicant is seeking to return an LSA back to the light-sport category that was previously issued an experimental airworthiness certificate under [\(§ 21.191\(i\)\(3\)\)](#).

b. Procedures for Issuing an Airworthiness Certificate. Follow paragraph 9-3 and the following:

- (1) Review all original documentation required by [§ 21.190](#).
- (2) Review the manufacturer's SOC for the aircraft that was used for the original issuance of the light-sport category airworthiness certificate.
- (3) Verify applicable , major repairs, and major alterations authorized by the manufacturer are documented in the aircraft's records per Part 43.
- (4) Verify major repairs or major alterations to the aircraft were authorized by the manufacturer (or other person acceptable to the FAA). Verify the manufacturer (or other) authorization specifies the aircraft make, model, and serial number. Verify the authorization specifies the applicable revision of FAA-accepted consensus standards specified in the

manufacturer's statement of compliance for the aircraft, or later revision. All authorizations to products produced under an FAA-approval should have been included in the aircraft's permanent record and documented in the aircraft's records per Part 43, as applicable. If this was not done, the aircraft is not eligible for return to the light-sport category.

Note: An aircraft is not eligible for certification in the light-sport category if there are any alterations, additions, or changes, whether approved by the manufacturer or not, that conflict with the definition of an LSA in [§ 1.1](#), the eligibility requirements of § 21.190 or the operating requirements of [Part 91](#). Refer to [§ 21.181\(a\)\(3\)](#).

Chapter 10. Experimental Purposes of R&D and Showing Compliance § 21.191(a) and (b)

10-1. Introduction. This chapter provides policies and procedures for issuing special airworthiness certificates for the experimental purposes of research and development (R&D) under § [21.191\(a\)](#) or showing compliance with regulations under § [21.191\(b\)](#).

10-2. Procedures for Issuing an Airworthiness Certificate. Follow chapter 4 of this order and the following:

a. Review Application. Verify that the applicant has a project that is consistent with the requested experimental purpose:

(1) R&D. Per § [21.191\(a\)](#), this purpose includes flights that test new aircraft design concepts, new aircraft equipment, new aircraft installations, new aircraft operating techniques, or new uses for aircraft to determine whether an idea warrants further development.

(2) Showing Compliance with Regulations. Per § [21.191\(b\)](#), this purpose includes flights to show compliance with applicable regulations for the issuance of TCs, STCs, and major design changes, including showing compliance with applicable function and reliability requirements. This purpose would be considered valid when the applicant for a TC or an aircraft modifier has revised the TC design data or has applied for an STC or field approval. The purpose is to show compliance with the CFR after the applicant has completed testing under R&D, if applicable, and is ready for flight testing by the FAA.

(3) Supporting Aircraft. The operation of a chase plane, an airborne icing tanker used for in-flight icing tests, or other such aircraft operating in direct support of an R&D or certification project is within the scope of these purposes.

b. Reserved.

10-3. Holding an Airworthiness Certificate in Suspension. This policy and procedure allow for the issuance of an experimental airworthiness certificate for R&D and/or showing compliance with regulations for aircraft already issued a standard airworthiness certificate or special airworthiness certificate for restricted category, § 21.185, or light-sport category § 21.190, aircraft. This procedure enables an applicant to conduct short term projects such as flight testing for an STC project or an LSA manufacturer flight testing major repairs or alterations without having to permanently surrender its original airworthiness certificate. To do so, the original airworthiness certificate is obtained from the applicant and held in suspension upon issuing an airworthiness certificate for R&D or showing compliance with regulations or both. Do not use this procedure if the applicant cannot ensure the aircraft will remain in compliance with all the maintenance and preventive maintenance programs required under the airworthiness certificate that is intended to be held in suspension.

a. When an applicant for a change in type design alters an aircraft per a proposed type design change, a flight test may be required to demonstrate compliance with airworthiness regulations. A flight test also may be required if an applicant wishes to conduct R&D testing of an altered aircraft. However, the altered aircraft is no longer in compliance with its TC; therefore, the

aircraft does not have an effective airworthiness certificate under which to conduct the flight test. In these cases, the FAA may issue an experimental airworthiness certificate for R&D flight testing and/or showing compliance with airworthiness regulations.

b. The applicant must comply with the requirements of [§ 21.193](#) and submit a completed FAA Form 8130-6 to request a special airworthiness certificate for R&D testing and/or showing compliance with regulations. Process the application in the usual manner with the following differences:

(1) Obtain the aircraft's original airworthiness certificate so it can be held in suspension by the responsible CM section or the responsible FSDO. If testing will be completed in less time than required to send the airworthiness certificate to the CM section/responsible FSDO, the ASI or designee may hold the airworthiness certificate in suspension. The owner or applicant does not retain the suspended airworthiness certificate.

(2) If the applicant's need for the special airworthiness certificate for R&D testing and/or showing compliance with regulations exceeds 30 days, verify the need is valid, and reverify the need every 30 days thereafter until the process is complete. If the need is valid, no change is required. If the aircraft meets the maintenance and inspection requirements of the suspended airworthiness certificate, no change is required. If the need is not valid or inspection requirements are not met, advise the applicant that the suspended airworthiness certificate is now surrendered, and upon completion of testing, the applicant must apply for a new airworthiness certificate. The duration of the special airworthiness certificate for R&D and/or showing compliance with regulations may not exceed the requirements of [§ 21.181](#).

(3) Since the aircraft was airworthy prior to the alteration for R&D testing and/or showing compliance with the regulations, you are not required to conduct a full airworthiness assessment of the aircraft. You may limit your aircraft records review and aircraft inspection to those areas related to finding the airworthiness of the alterations and to support the issuance of appropriate operating limitations.

(4) When issuing an experimental airworthiness certificate for R&D testing and/or showing compliance with regulations, make the required maintenance record entry. These entries streamline the reinstatement of the airworthiness certificate.

(a) Explain the reason for the issuance of the experimental airworthiness certificate.

(b) Provide all information that expedites reinstatement of the standard, restricted, or light-sport category airworthiness certificate (for example, type of alteration performed).

(5) Enter "Do Not Code" on FAA Form 8130-6, FAA Coding block. This ensures AFB-710 does not change the aircraft airworthiness status in the Registry database.

c. After flight testing has been completed and the applicant requests the return of the suspended certificate, perform the following:

(1) Review aircraft records and inspect the aircraft only as necessary to confirm what has occurred from suspension to return of the original airworthiness certificate unless you identify a need for further reviews and inspections. Verify that the aircraft is airworthy with respect to either the original design or the applicable approved design for the alteration.

(2) Make a signed and dated entry in the aircraft maintenance records fully explaining what has occurred and include the following statements as applicable:

(a) R&D flight tests. “I find this aircraft meets the requirements for the reinstatement of the [standard or restricted] airworthiness certificate, following completion of R&D flight testing, based on an inspection confirming reconfiguration of the aircraft to the approved type design.”

(b) LSA R&D flight tests. “I find this aircraft meets the requirements for the reinstatement of the light-sport category airworthiness certificate, following completion of R&D flight testing, based on an inspection confirming reconfiguration of the aircraft to the manufacturer’s approved design.”

(c) Show Compliance Flight Tests. “I find this aircraft meets the requirements for the reinstatement of the [standard or restricted] airworthiness certificate and the inspection was performed based on all installations and alterations related to *[insert STC number, amended TC number, or other form of project description]*, performed from *[insert date the alteration(s) was first installed]* to *[insert current date]*.”

(d) All Flight Tests. “This certification process does not replace or change the dates or times of scheduled inspection requirements (for example, annual or 100-hour inspections).”

Chapter 11. Experimental Purpose of Crew Training (§ 21.191(c))

11-1. Introduction. This chapter provides policies and procedures for issuing a special airworthiness certificate for the experimental purpose of crew training per § [21.191\(c\)](#).

11-2. Procedures for Issuing an Airworthiness Certificate. Follow chapter 4 of this order and the following:

a. Review Application. Verify that the application, including the program letter, demonstrates eligibility for the requested experimental purpose of crew training.

(1) Aircraft are eligible for an airworthiness certificate for the experimental purpose of crew training when the purpose is limited to training flight crews employed by the applicant. This normally includes a manufacturer's employees who need to be trained in experimental aircraft and includes training to maintain recent experience and proficiency. The manufacturer's flight crews operate aircraft being flight tested in type certification programs or for production flight testing. This may also include a company/applicant that operates former military aircraft and needs to train its pilots/employees to obtain an appropriate type rating or authorization to serve as PIC in the aircraft.

(2) Reserved.

b. Reserved.

Chapter 12. Experimental Purpose of Exhibition (§ 21.191(d))

12-1. Introduction. This chapter provides policies and procedures for issuing special airworthiness certificates for the experimental purpose of exhibition per § [21.191\(d\)](#).

12-2. Procedures for Issuing Airworthiness Certificates. Follow chapter 4 of this order and the following:

a. Review Application. Verify that the application, including the program letter, demonstrates eligibility for the requested experimental purpose of exhibition. This purpose includes exhibiting the aircraft's flight capabilities, performance, or unusual characteristics at air shows, for motion picture, television, and similar productions; and for the maintenance of exhibition flight proficiency, including (for persons exhibiting aircraft) flying to and from such events and productions. For motion pictures, television, and similar productions, the exhibition purpose allows the aircraft to be the subject of the production, not the filming platform. Because § 91.319(a)(2) precludes experimental aircraft from the carriage of persons or property for compensation or hire, an experimental aircraft may not be used to carry photographers, filming crews, cameramen, and such for compensation or hire.

b. Reserved.

Chapter 13. Experimental Purpose of Air Racing (§ 21.191(e))

13-1. Introduction. This chapter provides policies and procedures for issuing special airworthiness certificates for the experimental purpose of air racing per § [21.191\(e\)](#).

13-2. Procedures for Issuing Airworthiness Certificates. Follow chapter 4 of this order and the following:

a. Review Application. Verify that the application, including the program letter, demonstrates eligibility for the requested experimental purpose of air racing. This purpose includes participating in air races, practicing for air races, and flying to and from racing events.

b. Reserved.

Chapter 14. Experimental Purposes of Market Surveys, Sales Demonstrations, and Customer Crew Training (§§ 21.191(f) and 21.195)

14-1. Introduction. This chapter provides policies and procedures for issuing a special airworthiness certificate for the experimental purpose of market surveys, sales demonstrations, and customer crew training, per §§ [21.191\(f\)](#) and [21.195](#).

14-2. Procedures for Issuing an Airworthiness Certificate. Follow chapter 4 of this order and the following:

a. Review Application. Verify the application, including the program letter, demonstrates eligibility for the requested experimental purpose of market surveys, sales demonstrations, and/or customer crew training. An aircraft is eligible for the requested certificate if the applicant meets §§ 21.191(f) and [21.195](#).

b. Review Aircraft Records. Verify the aircraft and the required maintenance entries comply with the requirements of § 21.195(d).

14-3. Reducing Flight Hour Requirements of § 21.195(d)(2). For aircraft produced under the quality system of the holder of a production certificate (PC), reduction of the flight hour requirements of [§ 21.195\(d\)\(2\)](#) is at the discretion of the ASI. Designees must coordinate with their managing specialist before reducing flight hours. In assessing the feasibility and risks of such reductions, consider applicant information in the program letter such as the following:

a. Type Certificated Aircraft That Have Been Altered:

- (1) Complexity of alteration.
- (2) Changes to aerodynamics or external shape.
- (3) The alteration's effect on controllability.
- (4) Adequacy of the flight test program to demonstrate that the aircraft is safe and in compliance with [§ 91.319\(b\)](#).

b. Other Factors for Consideration: Operational history of similar or derivative models.

Chapter 15. Experimental Purpose of Operating Amateur-Built Aircraft (§ 21.191(g))

15-1. Introduction. This chapter provides policies and procedures for issuing special airworthiness certificates for the experimental purpose of operating amateur-built aircraft under § [21.191\(g\)](#).

15-2. General.

a. Amateur Builder. Under [§ 21.191\(g\)](#), the FAA receives applications from and issues airworthiness certificates to amateur builders. An amateur builder (hereafter, builder) is the person who fabricates and assembles the major portion of the aircraft for their own recreation or education. A person is defined in § 1.1. A kit manufacturer or commercial assistance provider is not the builder.

b. Major Portion. “Major portion” means the fabrication and assembly of more than 50 percent of the aircraft also known as the “51 percent rule.”

c. Builder’s Education or Recreation. An aircraft manufactured or assembled by a business does not meet the education or recreation requirements of [§ 21.191\(g\)](#). Prototype aircraft built to prove the design for sale as an amateur-built kit are not produced by persons “solely for their own education or recreation” and, therefore, are not eligible for an experimental airworthiness certificate under [§ 21.191\(g\)](#).

d. Designs. Amateur-built aircraft may be constructed from a builder’s original design, purchased plans, from a kit, or a combination of these.

e. Kit Evaluations.

(1) The FAA performs a kit evaluation to determine if an aircraft built from that kit per the kit manufacturer’s instructions may allow a builder to meet the major portion requirement. The FAA maintains a list of completed kit evaluations, [Revised Listing of Amateur-Built Aircraft Kits](#) (referred to hereafter as the “kit list”), and completed [Amateur-Built Fabrication and Assembly Checklists](#) for evaluated kits. These completed checklists will enable builders to determine how much commercial assistance may be used.

Note: For information on the kit evaluation process or for kit manufacturers desiring a kit evaluation, refer to FAA Order 8130.35, *Amateur-Built Aircraft National Kit Evaluation Team* (NKET).

(2) The FAA does not certify or approve kits or kit manufacturers. The outcome of a kit evaluation does not mean a kit is FAA “certified,” “certificated,” or “approved,” and kit manufacturers may not represent their kits as such.

(3) A kit evaluation or the inclusion of a kit on the kit list is not a prerequisite for selling a kit or for an airworthiness certificate.

f. Type-Certificated Aircraft. Altering, repairing, or rebuilding type-certificated aircraft constitutes maintenance of a type-certificated aircraft under [Part 43](#), not fabrication and assembly of amateur-built aircraft. This policy has been in effect since 1952 under section 1.74-3 of the *Civil Aeronautics Manual* (CAM), which specifically states, “structural components of other aircraft may be used (for amateur-built aircraft); however, it is not intended that this provision be used to avoid obtaining approval of major alterations to aircraft previously certificated in another category.”

15-3. When Builders or Applicants Contact the FAA. Builders and applicants who contact the FAA should be:

- a. Encouraged to review the following before starting their project:
 - (1) Advisory Circular 20-27, *Certification and Operation of Amateur-Built Aircraft*.
 - (2) The [FAA amateur-built website](#).
 - (3) The [Experimental Aircraft Association \(EAA\) website](#) to learn about other resources for builders.
- b. Advised to check the kit list if building an aircraft with a kit.

15-4. Procedures for Issuing an Airworthiness Certificate. Follow the procedures in paragraph 2-3 and chapter 4 of this order and the following:

- a. **Review Application.**
 - (1) Eligibility.
 - (a) Eligibility Statement. For an application for an original airworthiness certificate, review the applicant’s notarized FAA Form 8130-12, Eligibility Statement, Amateur-Built Aircraft, for accuracy and completeness. If submitted via AWC, verify it is a true copy. Verify that all sources of commercial assistance are included. The FAA Form 8130-12 is required for original certification only.
 - (b) For an application for a recurrent airworthiness certificate, review information such as the original airworthiness certificate as evidence of a prior finding of compliance by the FAA with eligibility requirements for issuance of the airworthiness certificate.
 - (2) Program letter complies with § 21.193.
- b. **Review Aircraft Records.**
 - (1) Supporting Documentation for the Eligibility Statement.
 - (a) Review the builder’s documentation to verify it shows:
 - l* What was fabricated, assembled, and inspected.

- 2 Who performed these actions.
- 3 The date the activity was performed.
- 4 Where the activity was performed.
- 5 The methods used.
- 6 Any commercial assistance or education assistance used.

(b) Examples of documentation include:

1 The applicable *Amateur-Built Aircraft Fabrication and Assembly Checklist* and detailed descriptions of the steps included in each of the listed tasks.

2 A comprehensive builder's log that includes items such as drawings, engineering specifications, plans, references, handbooks, kit manufacturer's data, photographs, video, documentation of commercial assistance used (including receipts), documentation of education assistance used, article inventories and histories, receipts, catalogs, and logbook entries.

(2) Review any documentation of in-process and pre-cover inspections.

(3) Verify that aircraft records include a completed statement from the owner that the aircraft has been inspected per 14 CFR [Part 43, appendix D](#), or other approved programs, and was found to be in a condition for safe operation. The inspection will help identify any errors made during construction of the aircraft. This statement will support the owner's inspection and airworthiness statement in block III of FAA Form 8130-6.

Note: There is no requirement for a certificated mechanic to sign off on the inspection. The builder's signature on FAA Form 8130-6, block III, attests to the airworthiness of the aircraft.

(4) Review records to verify that the aircraft has been weighed per established weight and balance procedures.

(a) If the builder designed the aircraft, these limits would be determined by the builder's calculations.

(b) If the aircraft is constructed from a kit or built from purchased plans, review the kit instructions, or build plans to verify the builder followed those instructions or plans.

(c) If the builder made changes to a kit that affect the aircraft CG, verify that the kit manufacturer's weight and balance calculations were recalculated based on the change(s).

(5) It is recommended that you obtain and review a fuel test flow report from the applicant to verify adequate fuel flow rate:

(a) For airplanes with gravity fed systems (main and reserve), the flow rate should be 150 percent of the takeoff fuel consumption of the engine(s).

(b) For airplanes with a fuel pump, the flow rate should be at least 125 percent of the takeoff fuel consumption of the engine(s).

(c) For rotorcraft, the fuel system for each engine should be shown to provide the engine with at least 100 percent of the fuel required under each operating and maneuvering condition expected.

c. Inspect the Aircraft.

(1) Level of Assembly/Disassembly. At the time of airworthiness certification, the aircraft must be complete.

(a) In-Process Inspections. The FAA does not typically perform in-process inspections during the fabrication and assembly process. The builder must document all in-process inspections including dates and names of all people involved. The FAA recommends that in-process inspections be completed by knowledgeable persons, such as EAA technical counselors or certificated mechanics.

(b) Pre-Cover Inspections. The FAA does not typically perform pre-cover inspections to determine if the aircraft meets the major-portion requirement. The builder must document all pre-cover inspections including dates and names of all persons involved.

(c) Requesting Disassembly of the Aircraft. During the airworthiness evaluation, do not request excessive disassembly of the aircraft if the builder can provide evidence of fabrication, assembly, and in-process inspections.

(2) Ask questions as necessary to evaluate the level of involvement of the applicant in construction of the aircraft.

(3) When Builders Use a Kit. Aircraft fabricated and assembled from a kit must meet the requirements of [§ 21.191\(g\)](#).

(a) An aircraft assembled from a kit composed entirely of finished prefabricated articles is not eligible for a certificate under [§ 21.191\(g\)](#).

(b) A certain quantity of prefabricated articles, such as heat-treated ribs, bulkheads, or complex articles made from sheet metal, fiberglass, composites, or polystyrene is acceptable. Kits that provide large articles, such as complete fuselages and wing structures requiring minimal supplemental fabrication and assembly may not allow a builder to meet the major-portion requirement.

(c) Applicable Policy and Guidance. If the kit was evaluated and placed on the kit list before September 30, 2009, and, since the evaluation, the kit manufacturer has made no changes to the kit that would affect the allocation of task credit and the applicant is not obtaining commercial assistance, the policy and guidance in effect at the time the FAA evaluated

the kit apply. For a non-evaluated kit purchased from the kit manufacturer before September 30, 2009, and the applicant is not obtaining commercial assistance, the policy and guidance in effect at the time the applicant purchased the kit apply. Otherwise, current policy and guidance apply. The significance of the date corresponds to the publication of FAA AC 20-27G and implementation of the kit evaluation process.

(4) Condition for Safe Operation. Inspect the aircraft to verify it is in a condition for safe operation. The sample checklist for a condition inspection in appendix A to FAA AC 90-89, *Amateur-Built Aircraft and Ultralight Flight Testing Handbook*, may be used for determining if the aircraft is in a condition for safe operation.

d. Verify Major Portion. For a recurrent certification, review evidence of a prior major-portion determination by the FAA such as the original airworthiness certificate issued under [§ 21.191\(g\)](#) by the FAA. If such evidence is available, do not make a new major-portion determination. For an original certification, the ASI or designee must always make a major-portion determination at the time of the airworthiness evaluation. To determine if an aircraft meets the major-portion requirement, evaluate the amount of fabrication and assembly work accomplished by the builder(s) against the total amount necessary to complete the aircraft. If the checklist is completed by the applicant, the FAA must review the applicant's completion of tasks documentation.

Note: Fabrication is defined as layout, bending, countersinking, straightening, cutting, sewing, gluing/bonding, lay-up, forming, shaping, trimming, drilling, deburring, machining, applying protective coatings, surface preparation and priming, riveting, welding, and heat treating or otherwise transforming an article toward or into its finished state.

(1) Using the [Amateur-Built Aircraft Fabrication and Assembly Checklist](#). The Amateur-Built Aircraft Fabrication and Assembly Checklist is an aid for the ASI or designee in determining if a specific aircraft meets the major portion requirement.

(a) The FAA has also developed [checklists](#) for fixed-wing, helicopter, WSC, powered parachute, and gyrocopter aircraft.

(b) NKET kit evaluations determine whether an aircraft fabricated and assembled by the builder from the kit may meet the major portion requirement. NKET [developed](#) checklists for kits it evaluated.

(c) ASIs or designee must use the checklist when:

- 1 Performing NKET evaluations.
- 2 A builder used commercial assistance.
- 3 A builder made alterations to an aircraft kit included on the kit list that potentially affects the major portion determination.

4 The aircraft was built from a kit that has not been evaluated or is not on the kit list.

5 Providing guidance to a kit manufacturer to determine if a proposed kit may meet the major portion requirement of [§ 21.191\(g\)](#).

6 There are questions that arise as to the determination of major portion.

7 The aircraft was built from prefabricated major components readily available from aircraft part suppliers, other than those components listed in paragraph 15-4.d(2) of this chapter.

8 The aircraft was built using salvaged articles from other aircraft.

(d) Review the [job aid for completing the checklist](#).

(2) Commercially Produced Products and Articles. The FAA recognizes that builders cannot be expected to fabricate every product and article that makes up the aircraft and that some products and articles will be acquired from commercial sources. Items such as engines, engine accessories, propellers, rotor blades, rotor hubs, tires, wheel and brake assemblies, instruments, hot air balloon burners, fuel tanks, and standard aircraft hardware, including pulleys, bell cranks, rod ends, bearings, bolts, and rivets, are acceptable and may be procured on the open market. The use of these items is not counted against a builder in assessing the major-portion requirement.

(3) Evaluate Commercial and/or Educational Assistance.

(a) Commercial Assistance. Any fabrication or assembly tasks contracted to another party, performed by a commercial assistance center, or performed by a kit manufacturer, must not prevent the builder from meeting the requirements of [§ 21.191\(g\)](#).

(b) Commercial Educational Assistance. The builder may receive commercial educational assistance for the fabrication or assembly of specific articles, or the completion of tasks, involved in building the aircraft. In some cases, educational assistance may be provided by a kit manufacturer. The builder may receive credit for tasks completed with this assistance as long as the assistance did not exceed demonstration of how to perform the task.

(4) When Builders Use Articles from Other Aircraft. The use of used or salvaged articles, including military surplus articles, from other aircraft is permitted if they are in a condition for safe operation; however, all fabrication, installation, and assembly tasks accomplished with used or salvaged articles will be credited to the “Mfr Kit/Part/Component” column on the *Amateur-Built Aircraft Fabrication and Assembly Checklist*. No credit will be given toward the major-portion requirement for work on these salvaged articles. This includes any “rebuilding” or “restoring” activities to return these articles to an airworthy condition. Assembly credit may be given in those cases where used or salvaged articles are assembled with portions of the aircraft fabricated and assembled by the builder.

(5) Aircraft Previously Certificated by a Foreign CAA. For aircraft that were previously certificated as amateur-built by a foreign CAA, the applicant may provide and the FAA may accept an official document from the CAA stating that the original builder met the requirements of § [21.191\(g\)](#).

(6) Contact AIR-630 as needed for assistance with a major portion determination.

e. Document Reviews and Inspections. Document all completed reviews and inspections on FAA Form 8100-1, per the instructions on the form. Verify the applicant corrects all unsatisfactory findings, and document those corrections on FAA Form 8100-1 before issuing the airworthiness certificate.

f. Issue Airworthiness Certificate.

(1) Duration of Assignment to Flight Test Area (hourly-based). Phase I operating limitations for amateur-built aircraft should limit operations within an assigned flight test area for at least:

(a) Forty hours when a non-type-certificated engine, propeller, or engine/propeller combination is installed.

(b) Forty hours if an installed type-certificated engine, propeller, or engine/propeller combination has been altered in a way that differs from an approved type design on a TCDS.

(c) Twenty-five hours when an unaltered, type-certificated engine/propeller combination is installed.

(d) Ten hours and at least five takeoffs and landings for gliders, balloons, and airships.

(e) Five hours after any major change.

(2) Duration of Assignment to Flight Test Area (task-based). Phase I flight testing may be conducted in accordance with the task-based flight test program described in FAA AC 90-89, within an assigned flight test area.

g. Major Change. FAA Form 8130-6, section 1, blocks 7 and 10 require the applicant to provide the aircraft engine and propeller model designations. If the aircraft owner installs a different type of engine or converts a fixed pitch from or to a controllable propeller, the aircraft owner must submit a revised FAA Form 8130-6 documenting the changes to blocks 7 and/or 10 and send to the FAA Aircraft Registration Branch, AFB-710, to update aircraft records. See appendix D, Table D-1, operating limitation number 22.

Chapter 16. Experimental Purpose for Primary Kit-Built Aircraft (§ 21.191(h))

16-1. Introduction. This chapter provides policies and procedures for issuing a special airworthiness certificate for the experimental purpose of operating primary kit-built aircraft per § [21.191\(h\)](#).

Note: In this chapter, “kit” refers to a primary kit-built aircraft, and not a set of purchased plans and components for an amateur-built aircraft (as discussed in chapter 15 of this order or an experimental light-sport aircraft (ELSA) built from a kit as discussed in chapter 17 of this order).

16-2. Procedures for Issuing an Airworthiness Certificate. Follow chapter 4 of this order and the following:

a. Inspections. Review the application and aircraft records, and inspect the aircraft as necessary to verify:

- (1) The aircraft model has been previously issued a primary category type certificate.
- (2) The kit was manufactured by the holder of PC for that kit.
- (3) The aircraft was not assembled under the quality system of the PC holder.

b. Reserved.

Chapter 17. Experimental Purpose of Operating Light-Sport Aircraft, Operating Light-Sport Category Kit-Built Aircraft, and Operating Former Light-Sport Category Aircraft (§ 21.191(i), (k), and (l))

Note: An original or recurrent experimental airworthiness certificate will not be issued under § 21.191(i)(2) and (i)(3). Only replacement airworthiness certificates may be issued on or after the effectivity date of this order for these two purposes.

17-1. Introduction. This chapter provides policies and procedures for issuing experimental airworthiness certificates for operating light-sport aircraft, light-sport category kit-built aircraft, and former light-sport category aircraft that—

- a. If a kit, meets the definition of LSA in § [1.1](#);
- b. Meet the requirements of §§ [21.191](#)(i), (k), (l), and [21.193](#); and
- c. Belong to one of the following five classes of aircraft: airplanes, gliders, powered parachutes, WSC aircraft (commonly called trikes), and lighter-than-air aircraft (balloons and airships).

Note: After October 22, 2025, the FAA will no longer issue an experimental airworthiness certificate under § [21.191](#)(i), except for amended or replacement certificates. In the event an amended airworthiness certificate is to be issued for aircraft originally certificated under § 21.191(i), issue the operating limitations applicable to § 21.191(i), including the applicable operating limitations for all experimental purposes. In appendix D of this order.

17-2. General.

a. Kit LSA.

- (1) Eligible experimental LSA assembled from a kit must be designed and assembled per the applicable FAA-accepted consensus standard.
- (2) A kit LSA is not subject to a major portion requirement. The FAA does not evaluate or approve LSA manufacturer's kits, and, as such, there is no listing of FAA-evaluated or FAA-approved LSA kits or manufacturers.
- (3) Do not perform progressive inspections during the construction or assembly of the aircraft unless you suspect a safety or compliance issue.
- (4) A kit LSA must not be modified or altered without prior written approval from the manufacturer.
- (5) To show compliance with § 91.319(b), the applicant must perform Phase I flight testing which may be an hourly based or a task-based flight test program described in FAA AC 90-89, within an assigned flight test area.

b. LSA Previously Certificated Under § 21.190. Aircraft previously issued a special airworthiness certificate in the light-sport category under § 21.190 may be eligible for an experimental airworthiness certificate for operating light-sport aircraft (§ 21.191(i)(3), replacement certificate only) or operating former light-sport category aircraft (§ 21.191(l)), as applicable. The provisions of §§ 21.191(i)(3) and 21.191(l) allow an owner or operator to continue to operate an aircraft that can no longer comply with the requirements of § 21.181(a)(3), such as having major repairs or alterations without obtaining approval from the LSA manufacturer. Under the provision of §§ 21.191(i)(3) or 21.191(l), the owner or operator is responsible for the operation, maintenance and continued operational safety of the aircraft. These aircraft have previously been flight tested and are not required to have additional flight testing unless they have major repairs or alterations to the aircraft that were not approved in writing by the LSA manufacturer and recorded in the aircraft records. Apply an appropriate time or the task-based flight test procedures in FAA AC 90-89 in the Phase I operating limitations for flight testing an aircraft with unapproved major repairs or alterations.

Note: Advise the applicant to follow FAA AC 39-7, *Airworthiness Directives*. The airworthiness directive (AD) applicability statement will identify if the AD applies to non-TC'd aircraft or engines, propellers and appliances installed.

c. Flight Testing After Major Changes. Following receipt of notification of a major change to an aircraft, the FAA may modify the experimental LSA operating limitations with additional requirements for flight testing.

17-3. Procedures for Issuing an Airworthiness Certificate. Follow chapter 4 of this order and the following:

a. Review Application.

(1) FAA Form 8130-6. In reviewing the application for LSA manufactured outside the United States, verify that box 11 is not checked or annotated with the origin of the aircraft. For the purpose of issuing a special airworthiness certificate, LSA manufactured outside the United States are not treated as imports but must have evidence that the aircraft kit was manufactured in a country with which the United States has a Bilateral Airworthiness Agreement concerning airplanes or a Bilateral Aviation Safety Agreement with associated Implementation Procedures (IP) for Airworthiness concerning airplanes, or an equivalent airworthiness agreement.

(2) Manufacturer's SOC. Review the aircraft manufacturer's completed FAA Form 8130-15, *Light-Sport Category Aircraft/Kit Statement of Compliance*, as required by § 21.193(e)(4) for LSA kits, or §§ 21.190(b) and (c) for previously certificated light-sport category aircraft, per section 5 of appendix A to this order for accuracy and completeness.

b. Review FAA Airworthiness Records on File at the Registry. For an application for an experimental airworthiness certificate under § 21.191(l), verify that the aircraft was previously issued a light-sport category airworthiness certificate under § 21.190.

c. Review Aircraft Records and Documents.

(1) Verify that all documentation is in the English language.

(2) Kit LSA. Verify the aircraft make and model was previously certificated as a light-sport category aircraft under [§ 21.190](#). Review aircraft records to verify the aircraft was assembled per the manufacturer's assembly instructions.

(3) AOI and Flight Training Supplement.

Note: The AOI is also commonly called the pilot's operating handbook (POH). For the purposes of this order, the term AOI is used interchangeably with POH.

(a) Verify that the AOI and the flight training supplement are with the aircraft.

(b) Verify that the AOI and flight training supplement apply to the make, model and S/N of the aircraft being inspected.

(c) For an experimental airworthiness certificate for operating light-sport aircraft ([§ 21.191\(i\)\(3\)](#)) or [operating former light-sport category aircraft \(§ 21.191\(l\)\)](#), the owner or operator is responsible for the content of the AOI and the flight training supplement.

(4) Weight and Balance Chart. Verify the aircraft's completed weight and balance chart accurately reflects data in the AOI. Verify the aircraft as presented matches the AOI, the aircraft equipment listing, and the regulations, or it may not be certificated. Verify that the completed weight and balance chart, including load limits for occupants, oil, fuel, and baggage, is available in the aircraft.

(5) Maintenance and Inspection Procedures.

(a) Verify that the maintenance and inspection procedures are with the aircraft and that they apply to the make, model and S/N of the aircraft being inspected per [§ 21.193\(e\)\(3\)](#).

(b) Verify the maintenance and inspection procedures address engine/powerplant maintenance. Overhaul procedures for the engine/powerplant are not mandatory. Engine/powerplant procedures may be incorporated within the aircraft maintenance manual entirely or by reference to a separate engine/powerplant manual (such as a manual from the engine OEM). If the engine/powerplant maintenance and overhaul text is in a separate manual, verify that the aircraft maintenance manual includes a reference to the engine/powerplant manual; the reference must specify the unique identification information for the manual, including revision level and date.

(c) Verify that any documents referred to by the aircraft maintenance manual are with the aircraft.

(d) For an experimental airworthiness certificate for operating light-sport aircraft ([§ 21.191\(i\)\(3\)](#)) or [operating former light-sport category aircraft \(§ 21.191\(l\)\)](#), the owner or operator is responsible for the content of the maintenance and inspection procedures. For these aircraft, Part 43 does not apply.

(6) Aircraft Maintenance Records. Verify that aircraft maintenance records show:

(a) Safety directives are not mandatory for experimental light-sport category aircraft in the U.S.

(b) Compliance with all applicable ADs. This requirement applies to an AD for a specific LSA make and model and for an AD issued against a type-certificated product or equipment installed in the LSA. If an AD is issued against a type-certificated product installed in any experimental LSA, the manufacturer of the aircraft is required per the FAA-accepted consensus standard to issue a safety directive providing instructions on how to address the AD on the specific aircraft. After issuance of the experimental airworthiness certificate for operating light-sport aircraft ([§ 21.191\(i\)\(3\)](#)) or operating former light-sport category aircraft (§ 21.191(l)), the owner or operator is no longer required to be in compliance with [§ 91.327](#).

Note 1: Advise the applicant to follow FAA AC 39-7 for ADs.

Note 2: Ensure any major repairs or major alterations were performed using data authorized by the aircraft manufacturer. For an experimental airworthiness certificate for operating light-sport aircraft([§ 21.191\(i\)\(3\)](#)) or operating former light-sport category aircraft (§ 21.191(l)), the owner or operator is responsible for any changes to the aircraft and is not required to obtain authorization from the LSA manufacturer. For these aircraft, Part 43 does not apply.

(7) Consistency Among Documents. Verify that data contained in the documentation (such as the maintenance manuals, AOI, placards, and other manuals incorporated by reference) is consistent. For example, the AOI, maintenance manual(s), and aircraft's fuel tank placard all identify the same fuel requirements (with conversion noted).

d. Inspect Aircraft. A general airworthiness inspection is accomplished only after the aircraft is complete in every respect and before the issuance of the experimental airworthiness certificate. Do not perform any fabrication, construction, assembly, testing, manufacturer's quality inspections, or closing work on the aircraft. During this inspection, the FAA may only request disassembly when a safety hazard is identified that would endanger the general public.

- (1) Verify the kit aircraft meets the definition of light-sport aircraft in § 1.1.
- (2) Verify that installed equipment matches the AOI. For kit LSA, verify that the installed equipment matches the AOI from the kit manufacturer. For an experimental airworthiness certificate for operating light-sport aircraft ([§ 21.191\(i\)\(3\)](#)) or operating former light-sport category aircraft (§ 21.191(l)), verify that the installed equipment matches the AOI from the owner or operator.
- (3) Verify the flight control systems and associated instruments as equipped operate properly.
- (4) Verify the cockpit instruments are appropriately marked as found in the aircraft's AOI, and that placards are installed and placed for easy reference. For kit LSA, verify that the cockpit instruments are appropriately marked in accordance with the AOI from the kit manufacturer. For an experimental airworthiness certificate for operating light-sport aircraft ([§ 21.191\(i\)\(3\)](#)) or operating former light-sport category aircraft (§ 21.191(l)), verify that the

cockpit instruments are appropriately marked in accordance with the AOI from the owner or operator.

- (5) Verify that the airspeed indicator marks match the AOI limitations.
- (6) Verify the system controls (for example, fuel selector(s) and electrical switches/breakers) are appropriately placed, clearly marked, provide easy access and operation, and function per the applicable instructions and specification documentation.

e. Correction of Discrepancies Inform the applicant of any omissions, errors, or other discrepancies identified during your inspections. For kit LSA, the applicant/builder is responsible for following the manufacturer's instructions. Do not issue the airworthiness certificate if any discrepancies are found with supplied instructions for a kit. The applicant may contact the kit manufacturer to resolve any discrepancies. If you find discrepancies attributable to a manufacturing issue, contact AIR-630 for further guidance as it may affect all aircraft produced. Only when the required corrections have been made can an airworthiness certificate be issued.

f. Document Reviews and Inspections. Document all completed reviews and inspections on FAA Form 8100-1, per the instructions on the form. Verify the applicant corrects all unsatisfactory findings, and document those corrections on FAA Form 8100-1 before issuing an airworthiness certificate.

g. Issue Airworthiness Certificate. When the airworthiness certificate is to be issued for an unlimited duration, the operating limitations may be prescribed in two phases in the same document per Appendix D to this order. Assign Phase I flight test durations as follows:

(1) Kit LSA issued original experimental airworthiness certificates for §§ 21.191(i)(2) or 21.191(k) must be limited to operation within an assigned flight test area for a minimum of five hours for all classes of LSA to determine aircraft controllability throughout its design limits. Following any major change, a kit LSA must be assigned to a flight test area for an appropriate time (minimum five hours) to conduct a flight test and evaluate that the aircraft is in compliance with § 91.319(b). These flight hours will be prescribed in the applicable operating limitation in appendix D.

(2) Aircraft previously issued a special airworthiness certificate in the light-sport category under § 21.190, applying for an experimental airworthiness certificate for operating light-sport aircraft (§ 21.191(i)(3)) or operating former light-sport category aircraft (§ 21.191(l)), may not have to complete a flight test program under Phase I. Verify the maintenance records show no unauthorized major alterations were made after the issuance of the original light-sport category airworthiness certificate. If major alterations were made, issue the Phase I operating limitations and advise the applicant of the need to show compliance with § 91.319(b).

(3) Aircraft not in compliance with applicable manufacturer's safety directives and ADs are high-risk aircraft per paragraph D-4.f and will be issued operating limitations per paragraph D-4.g.

Chapter 18. Special Flight Permits (§ 21.197)

Section 1. Common Policies and Procedures.

18-1. Introduction.

a. A SFP is a special airworthiness certificate issued for a U.S.-registered aircraft that may not currently meet applicable airworthiness requirements but is capable of safe flight. An SFP does not authorize:

(1) Flight over a foreign country. See paragraph 4-3 for additional guidance for issuing a special airworthiness certificate outside the United States.

(2) A deviation from a requirement of 14 CFR.

b. Section 1 of this chapter provides common policies and procedures for issuing an SFP. Section 2 of this chapter provides additional policies and procedures for issuing SFPs for specific purposes.

c. Section [21.197\(c\)](#) applies to air carriers and fractional ownership operators. Procedures for issuing an SFP under [§ 21.197\(c\)](#) are contained in FAA Order 8900.1, volume 4, chapter 13, section 1.

18-2. Who May Issue a Special Flight Permit (SFP)?

a. The FAA may delegate the issuance of an SFP. See FAA Order 8000.95 concerning related designee management and oversight policies and procedures.

b. An SFP for purposes other than production flight testing and customer demonstration flights will be issued by the responsible FSDO or AIR CM section, or International Field Office (IFO) that has accepted responsibility for the issuance of the SFP. If the applicant's aircraft is outside the geographic area office receiving the request, the applicant should be referred to the appropriate office. The responsible FSDO determines geographic area regardless of the location of the aircraft relative to the managing office's service area.

c. For a certificated operator with a continuous authorization requesting an SFP for a purpose outside the scope of that authorization, the SFP is issued by their responsible FSDO.

d. For a certificated operator who does not have a continuous authorization, the responsible FSDO or CMO for that operator will issue the SFP. However, with concurrence of the responsible FSDO, the SFP may be issued by the office having geographical responsibility.

e. Under special conditions, SFPs may be issued to owners or operators at [Part 145](#) repair facilities for delivering aircraft from international locations to the United States. In this

instance, the SFP will be issued by the responsible FSDO or CMO having jurisdiction over the repair facility under the following conditions:

(1) It is a U.S.-registered aircraft that currently does not meet the conditions of its standard airworthiness certificate, due to the installation of non-standard auxiliary fuel systems. Auxiliary fuel system installations must be accomplished by an FAA-certificated repair facility which is specifically airframe rated for the desired installation.

(2) Procedures relating to the application and issuance of SFPs, the installation of auxiliary fuel systems, and any conditions and limitations for flight must be incorporated into the repair facility's operations specifications.

Note: The FAA office issuing the SFP under these special procedures must meet all other applicable requirements of this chapter. The responsible FS office may request the IFO with geographic responsibility for the area in which the flight is to originate to inspect the aircraft before issuance of the SFP and/or before flight.

18-3. Purposes. Section [21.197](#) prescribes the general purposes for which a SFP may be issued. In addition to the specific purposes listed in [§ 21.197](#), the following flight operations are considered within the scope of [§ 21.197](#):

a. Any flight of a U.S.-registered aircraft covered by [§ 21.197](#), if the aircraft is capable of safe flight, even though a TC has not been issued.

b. The delivery of an aircraft to the base of the purchaser or operator or to a storage point in the United States.

c. The operation of non-air carrier four engine aircraft with one inoperative engine. The provisions of [§ 91.611](#) should be used as a guide.

d. Flying an aircraft whose annual inspection has expired to a base where an annual inspection can be accomplished.

e. Flying an amateur-built aircraft whose condition inspection has expired to a base where the condition inspection can be accomplished.

f. Production flight testing of LSA per [§ 21.190\(c\)\(7\)](#).

g. Flying an aircraft to a base where repairs are to be performed. This may include incidental check flights as necessary to verify the aircraft is safe for flying the aircraft to a base where repairs are to be performed. Such check flights could be included under the SFP to verify proper function of auxiliary fuel tanks, to verify no hydraulic or fuel leaks for aircraft coming out of storage, etc. This provision is not intended to circumvent [§ 91.407](#).

18-4. Procedures.

a. Review and Complete Application.

(1) Review the application per paragraphs 2-3.a. and 2-3.b. of this order.

(2) The FAA may assist the applicant by completing FAA Form 8130-6 based on information furnished by the applicant via any media. The name of the applicant should be entered in the space provided for the applicant's signature. A notation as to how the information was received should be entered above the name, for example, "Received by email dated (insert date)." This can be done by annotating in ink on the copy provided by the applicant and uploading to AWC.

b. Review FAA Airworthiness Records on File at the Registry. Access the Registry to verify the aircraft is currently registered per paragraph 2-3.c.

c. Review Aircraft Records and Inspect Aircraft.

(1) Review records and conduct inspections or tests as necessary to ensure the aircraft is capable of safe flight for the intended purpose. Reviews and inspections should include those areas where the aircraft does not meet applicable airworthiness requirements as identified in section VII of the application. The FAA may require a certificated mechanic or repair station to conduct the necessary review of records and aircraft inspection(s) to support issuance of an SFP. However, the FAA should physically inspect damaged aircraft or an aircraft for which the safety of flight is questionable in any respect. If the intended operation would exceed FAA-approved limits such as certification maintenance requirements or airworthiness limitations, ensure the application includes supporting data for safe flight from the applicable certification branch.

Note: All designees must (1) physically review the records and physically inspect the aircraft to ensure an aircraft is capable of safe flight for the intended purpose, (2) document all completed reviews and inspections on FAA Form 8100-1, per the instructions on the form, (3) verify the applicant corrects all unsatisfactory findings, and (4) document the inspection in the aircraft maintenance record per paragraph 2-3h.(3).

(2) If a special inspection is recommended by the manufacturer, review records to verify compliance. When the FAA requires the applicant to make the inspection, advise the applicant that such inspections must be:

(a) Accomplished by an appropriately certificated mechanic or authorized repair station familiar with the procedures and requirements of this chapter.

(b) Documented in the aircraft maintenance record by the authorized person who conducted the inspection.

(3) ADs.

(a) For Aircraft. If the AD does not prohibit issuance of an SFP to fly the aircraft to a repair facility to do the work required by the AD, you may issue an SFP per [14 CFR 39.23](#).

(b) Not for Aircraft. For the purpose of this paragraph, product means aircraft engine, propeller, or article. If the AD does not allow operation of the product during a flight, then it may not be operated in flight under an SFP. If the aircraft on which the product is

installed can be operated safely with that product inoperative, a SFP could be issued per § 21.197(a) with a limitation that the product be rendered inoperative for flight.

d. Document Reviews and Inspections. Document all completed reviews and inspections on FAA Form 8100-1, per the instructions on the form. Verify the applicant corrects all unsatisfactory findings, and document those corrections on FAA Form 8100-1 before issuing an airworthiness certificate.

e. Issue Airworthiness Certificate.

(1) **Operating Limitations.** Establish operating limitations as necessary for safe operation. Because individual circumstances may vary greatly, a list of limitations applicable in every case cannot be provided. If necessary, solicit technical assistance from other FAA offices or specialties. Limitations should be clear and concise so they can be easily understood. Consider Table D-1 as an aid for identifying and issuing appropriate operating limitations. For aircraft holding a special airworthiness certificate, all operating limitations issued with that special airworthiness certificate must be included or referenced by attaching a copy to the SFP. Consider the following in establishing operating limitations:

(a) The specific reasons identified in section VII of the application why the aircraft does not meet applicable airworthiness requirements, any related hazard to persons and property on the ground, and corresponding operating limitations concerning carriage of passengers, and operations over densely populated areas.

(b) Conformity to the aircraft's technical data.

(c) Operational equipment necessary for safe operation of the aircraft, including the need for instrument flight rules (IFR) equipment.

(d) Aircraft weight limits.

(e) Fuel and fuel distribution limits.

(f) CG limits.

(g) Maneuvers to which the aircraft is limited.

(h) Limits on use of flight equipment, such as autopilots.

(i) Meteorological conditions to be avoided and the inspections required if inadvertently encountered.

(j) Airspeed limits.

(k) Flight operations in an overweight condition, non-compliant with airworthiness directives, conducting engine-out operations, or any aircraft meeting the criteria of paragraph D-4.f must avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazardous exposure to persons or property. Aircraft with overdue maintenance or inspections may conduct a takeoff and landing over populated areas if necessary.

Inspectors must consider the reason for the SFP to determine if allowing takeoffs and landings over populated areas is appropriate.

(l) Runway selections, if considered necessary for safety, such as aircraft performance or avoidance of densely populated areas.

(m) Communications required with airport tower personnel to inform them before takeoff or landing of the non-standard condition of the aircraft.

(n) Intended operations over a foreign country. If the applicant intends to conduct flight operations over another country, inform the applicant of its responsibility to obtain permission from that country prior to such operations. When required to fly over another [member state of the International Civil Aviation Organization \(ICAO\)](#), include, when appropriate, the following statement: “This aircraft does not comply with the international standards of Annex 8 to the Convention on International Civil Aviation as follows: [describe the item(s) which do not comply with the airworthiness requirements for standard aircraft]”

(o) Any inspection requirements.

(p) Any other limitation that should be prescribed for the particular flight.

(q) Any limitation required by an Airworthiness Directive.

(2) Issue the SFP.

(a) When you find the application for a SFP in compliance with all requirements and the aircraft capable of safe flight, issue FAA Form 8130-7 per paragraph A-4 of appendix A to this order with operating limitations deemed necessary for safe flight operation.

(b) Give the completed airworthiness certificate to the applicant. Except for an SFP for overweight operations, an ASI may transmit the completed and signed SFP to the applicant electronically. A designee must physically provide the SFP to the applicant.

(3) Advise the Applicant.

(a) Review the operating limitations with the applicant to ensure clear understanding of the limitations.

(b) Advise the applicant to display the certificate in the aircraft at the cabin or cockpit entrance so the certificate is legible to passengers or flight crews per [§ 91.203\(b\)](#). The copy of the permit that is displayed in the aircraft at the point of departure will be considered the original permit.

(4) Denials. If, after notifying the applicant of all unsatisfactory findings, the applicant does not correct those findings to your satisfaction in a timely manner, write a letter to the applicant denying issuance of the certificate and stating the reason(s) for the denial. If feasible, identify which steps may be accomplished to meet the certification requirements. That is, if you are unable to find the aircraft capable of safe flight, do not issue the SFP.

g. Review and Forward Records. Review your records to verify completeness, accuracy, legibility, and compliance with applicable requirements. Forward and/or maintain records as required by your office.

Note: Reviewing and forwarding certification files to AFB-710 for a SFP is only required for overweight operations.

Section 2. Additional Policies and Procedures for Particular Purposes.

18-5. Production Flight Testing of Aircraft Produced under a TC/PC. An SFP issued for production flight testing may be used by a manufacturer to meet the requirements of § [91.203](#) when operating new production aircraft for production flight testing, as provided in § [21.197](#). This permit may be used with any valid registration and is transferable from one aircraft to another. Normally, the permit is valid only for production flight testing. However, when deemed appropriate, the AIR CM section or Integrated Certificate Management Division (ICMD) may allow both production flight testing and customer demonstration to be entered in block A of FAA Form 8130-7 as explained in paragraph 18-7 of this order. This paragraph provides policies and procedures concerning the issuance of aircraft produced under a TC/PC. For production flight testing LSA, refer to paragraph 18-6 of this order. For production flight testing an unmanned aircraft system (UAS), refer to FAA Order 8130.34.

a. Eligibility:

(1) A manufacturer producing aircraft under Part 21, subpart F or G, is eligible to obtain a SFP for production flight testing.

(2) A manufacturer producing aircraft before issuance of the TC also is eligible for a SFP for production flight testing provided the following conditions are met:

(a) The FAA official flight test program is in progress.

(b) A prototype aircraft of that model has been flown by the manufacturer under an experimental airworthiness certificate to ensure there are no adverse flight characteristics and that production test pilots are fully familiar with the aircraft.

(c) An FAA-accepted production flight test procedure and checklist for the aircraft involved will be used to ensure all requirements for production flight tests are fulfilled.

(d) The aircraft is not being flown by the manufacturer for purposes other than production flight tests, except as identified in paragraph 18-7 of this order.

(e) Limitations have been established to define the production flight test area.

(3) Military Aircraft.

(a) Aircraft built under a military contract with military aircraft identification marks do not require registration or the issuance of an airworthiness certificate for flight testing or demonstration before acceptance by the military. Further information regarding type certification of military commercial derivative aircraft can be found in FAA Order 8110.101.

(b) There may be cases where a TC/PC holder is building a military aircraft not pursuant to a contract and that are not produced under its PC. The aircraft manufacturer may be eligible for an SFP for production flight testing under [§ 21.197\(a\)\(3\)](#). The aircraft should have completed R&D testing prior to production flight testing. The manufacturer maintains ownership of the aircraft during production flight testing.

b. Application and Issue.

(1) An eligible manufacturer should apply for as many SFPs for production flight testing as deemed necessary for satisfactory coverage of the aircraft involved. Issue an appropriate number of SFPs for production flight testing based on actual need, not to exceed the number of temporary registration numbers (§ 47.16), as applicable.

(2) A CM section that has issued SFPs for production flight testing should maintain suitable records that show expiration dates and the number of permits issued to each manufacturer. For tracking purposes, it is recommended that each permit issued be numbered serially in the upper right corner of the airworthiness certificate by the issuing office; for example, AIR-882 # 1. A special flight permit is effective for the period of time specified in the permit.

18-6. Production Flight Testing LSA. As provided for in [§ 21.197\(a\)\(3\)](#), an SFP may be issued to a light-sport category aircraft to meet the requirements of [§§ 21.190\(c\)\(7\)](#) and [91.203](#) to operate new production aircraft for production flight testing.

a. Coordination. The CM section will coordinate the production flight testing activities with the responsible geographic or assigned FS office. An SFP may be issued for a single aircraft or one that is transferable from one aircraft to another.

(1) For transferable SFPs for production flight testing, an eligible manufacturer may apply for one or more as deemed necessary for satisfactory coverage of the aircraft involved. Issue an appropriate number of SFPs for production flight testing based on actual need, not to exceed the number of temporary registration numbers (§ 47.16), as applicable. See § 47.16, *Temporary Registration Certificates* and § 47.61, *Dealer's Aircraft Registration Certificates*, for additional information.

(2) A CM Section that has issued transferable SFPs for production flight testing should maintain suitable records that show reasonable expiration dates and the number of permits issued to each manufacturer. For tracking purposes, it is recommended that each permit issued be numbered serially in the upper right corner of the airworthiness certificate by the issuing office; for example, AIR-882 # 1. A special flight permit is effective for the period of time specified in the permit.

b. Eligibility for Production Flight Testing in the United States. A manufacturer producing LSA under § 21.190 is eligible to obtain a single SFP or transferable SFPs for production flight testing if the manufacturer shows the FAA that:

(1) A prototype aircraft of that LSA model and configuration has been flown by the manufacturer under an experimental R&D certificate to ensure there are no adverse flight characteristics.

(2) The purpose of the operation is production flight testing only.

(3) It will follow its quality assurance plans, production flight test procedures, and checklists that meet applicable FAA-accepted consensus standards and record satisfactory completion of testing in the aircraft maintenance records.

(4) Limitations have been established to define the production flight test duration and area.

c. Issue SFP.

(1) Flight Test Area. Define the flight test area in the operating limitations per paragraph 4-7 of this order.

(2) Flight Test Duration. The period of assignment is not established by regulation but is addressed in the applicable consensus standard and by the manufacturers' requirements to ensure the airworthiness of the aircraft. When issuing a SFP for production flight testing of LSA, the FAA should assign additional periods of time to flight test areas only as necessary in the interest of safety.

(3) Operating limitations must include the following:

(a) This aircraft may be operated only for production flight testing. These operating limitations are a part of a SFP and are to be always carried in the aircraft and be available to the PIC of the aircraft.

(b) All flights must be conducted within the geographical area described as follows. [*Define the area by radius, coordinates, and/or landmarks. A chart or picture may be used. The designated area must be over open water or sparsely populated areas having light air traffic. The size of the area must be that required to safely conduct the anticipated maneuvers and tests.*] Include either a written description of the geographic area, a pictorial description, or an aeronautical chart. The chart must be clear, legible, and sized appropriately to provide necessary detail.

(c) All flight tests must be conducted and recorded per an acceptance test procedure that meets the applicable FAA-accepted consensus standard.

(d) This aircraft is to be operated under visual flight rules (VFR), day only.

(e) The test pilot is to be the sole occupant for production flight testing.

18-7. Conducting Customer Demonstration Flights. A SFP may be issued to an aircraft to meet the requirements of § 91.203 when operating a new production aircraft for conducting customer demonstration flights per [§ 21.197\(a\)\(5\)](#). However, as stated in paragraph 18-5 of this order, customer demonstration may be listed in block A of FAA Form 8130-7 along with production flight testing but will not be issued in conjunction with any other SFP purpose. When both flight purposes are listed in block A of FAA Form 8130-7, the aircraft's operating limitations must clearly state that no customer demonstration flights are allowed until the aircraft

has satisfactorily completed its production flight tests. The format for listing both flight purposes is “Production Flight Testing or Customer Demonstration.”

a. Eligibility. An SFP for conducting customer demonstration flights may be issued when the following conditions are met:

(1) The new production aircraft was produced under a PC or TC.

(2) The PC/TC holder has satisfactorily completed production flight tests. Completion of production flight tests indicates acceptance by the production flight test pilot and no further flight tests are required or planned.

b. Application and Issue.

(1) A letter from the manufacturer must accompany the application describing the customer demonstration flights to be made if sufficient information cannot be included on the application.

(2) Upon receipt of a properly executed application, inspect the aircraft, and prescribe the operating limitations per paragraph 18-4.e(1) of this order and as deemed necessary for safe operation. The demonstration flight area(s) also must be listed on the operating limitations. SFPs may be issued only for the period needed to complete demonstration flights, usually not to exceed 90 days.

(3) Permits that are transferable from one aircraft to another may be issued. It is still necessary to prescribe operating limitations per paragraph 18-4.e(1) of this order and as deemed necessary for safe operation. A reasonable expiration date should be used on the FAA Form 8130-7 and the associated limitations. Issue an appropriate number of SFPs for conducting customer demonstration flights-based on actual need, not to exceed the number of temporary registration numbers (§ 47.16), as applicable.

(4) The CM section issuing SFPs for customer demonstration flights will maintain a copy of the complete file per record retention requirements.

18-8. Operation of Overweight Aircraft.

a. General. An SFP may be issued for operation of overweight aircraft for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available. Per § 21.197(b), the excess weight that may be authorized must be limited to the additional fuel, fuel-carrying facilities, and navigation equipment necessary for the flight.

(1) The FAA has two primary concerns when issuing SFPs for the temporary operation of overweight aircraft:

(a) That the public will be guarded in the event of an accident; and

(b) That when the aircraft is returned to a standard configuration, it has not been rendered unairworthy due to the overweight operations.

(2) With safety being the primary concern, it is essential that the processing office use the technical assistance of other FAA offices or specialties as deemed necessary to ensure the highest degree of safety possible. All installations, for example, a long-range fuel system or navigational equipment, must be installed per FAA-approved data or service bulletins.

(3) All applications for rotorcraft must be coordinated with a certification branch for an engineering evaluation of the structural integrity, the flight integrity, and for any other provisions deemed necessary.

(4) Applications for which the proposed maximum weight does not exceed 110 percent of the maximum certificated weight, and for which the certificated CG limits are not exceeded, may be processed by the CM Sections and responsible FS office without obtaining an engineering evaluation.

(5) Applications for which the proposed maximum weight exceeds 110 percent of the maximum certificated weight, or the CG limits exceed the certificated limits, must be coordinated with a certification branch for an engineering evaluation of the structural integrity and for any other provisions deemed necessary.

(6) The processing of an application must encompass a review of the airworthiness status of the basic aircraft, an evaluation of the added installations that constitute the excess weight, required flight crew member qualifications, and proposed operating limitations.

b. Added Installations.

(1) Technical Data.

(a) Verify any drawings and reports submitted with the application substantiate structural integrity sufficiently and are detailed to show that the added installations are structurally and functionally safe and allow for a conformity inspection of the added installations.

(b) The structural report should reference the drawings used for the installation(s).

(2) Record of Installation(s).

(a) The installation(s) added to the aircraft for the intended overweight flight must be recorded per the requirements of [§ 43.9](#).

(b) The following statement must be entered in section 3 of FAA Form 337: “No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current special flight permit issued under Part 21.”

(3) Auxiliary Fuel System Installations. In the evaluation of the auxiliary fuel system installations, the following items will be considered:

(a) The aircraft and auxiliary fuel system should meet all applicable original airworthiness requirements, except for those the aircraft cannot meet because of its overweight condition. The aircraft and auxiliary fuel system must be found safe for the intended flight.

(b) Fuel tank(s) installed in a pressurized area are vented outside the aircraft and should be tested to show the empty tank(s) can withstand the maximum pressure differential at the maximum operating altitude.

(c) The ability of the fuel tank(s) and surrounding area to provide adequate ventilation to prevent the accumulation of fumes that would be detrimental to the flight crew or present a fire or explosion hazard.

(d) The ability to determine the quantity of fuel in the auxiliary tank(s) before takeoff. In addition, an ability to indicate the quantity of fuel in tanks that have a vapor/excess fuel return line, both before takeoff and during flight.

(e) The location of the fuel tank(s) in the aircraft is a major factor in determining that the aircraft is safe for flight because the added fuel and fuel facilities have the greatest effect on the aircraft's CG. In addition, the fuel system installation must not prevent the means of egress, using normal openings, exits, or emergency exits, as provided by the aircraft's applicable airworthiness requirements.. If required for landing, the aircraft should have an adequate fuel jettison system installed.

(f) Auxiliary fuel systems that are not complete, that is, not connected to the basic aircraft fuel system, may not be considered for issuance of an SFP.

(4) Engine Oil Quantity. The ability of the oil supply provided for each engine to ensure satisfactory cooling and system circulation for the duration of the flight. If applicable, the ability of an oil transfer system to replenish the engine oil while the aircraft is in flight.

(5) Maximum Weight and Center of Gravity Limits.

(a) Section [21.197\(b\)](#) limits any excess weight over the certificated maximum weight to additional fuel, fuel carrying facilities, and navigational equipment added for the intended flight. It must be determined that this part of the maximum weight complies with this requirement.

(b) When numerous alterations are performed, it may be necessary to weigh the aircraft to establish the aircraft weight and the CG limits. The computations should be evaluated for accuracy. It also may be necessary to require flight testing at the new maximum weight and CG limits to determine that the aircraft is safe for operation. Computed weight and balance information should be reflected on FAA Form 337, section 8.

(c) Operation of rotorcraft over the certificated maximum weight presents some unique conditions over and above those encountered with fixed wing aircraft. Special attention should be given to this type of aircraft. A careful evaluation should be made to determine what effect the overweight operation may have on the retirement times of critical articles.

(6) Operating limitations must include—

(a) Operation in the overweight condition must be conducted to avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazards to persons or property.

(b) Runway [specify] must be used for overweight takeoff (and landing when appropriate). If an enroute stop is scheduled, the following must be added to this limitation: Contact FAA office, [city, routing symbol, and telephone number] for runway to be used for overweight takeoff and landing at [city].

(c) A copy of FAA Form 337 covering the additional fuel carrying facilities and equipment must be in the aircraft.

(d) Special entries to note required inspection of the aircraft for possible damage due to overweight operation upon completion of overweight flight(s).

c. Review Records and Forward to the Registry. Review and forward records per appendix B of this order.

18-9. Aircraft to Which § 91.409(e) Is Applicable.

a. Eligibility. An SFP may be issued for certain large aircraft for which 14 CFR [Part 125](#), *Certification and Operations: Airplanes Having a Seating Capacity of 20 or More Passengers or a Maximum Payload Capacity of 6,000 Pounds or More*, is not applicable.

b. Application and Issue.

(1) Verify the application includes a clear and complete status of the aircraft. Verify that section VII of the application describes why the aircraft does not meet the applicable FAA airworthiness requirements, including an assessment of AD compliance, major repair, major alteration status, life-limited parts status, aircraft equipment, accessory configuration, and Certification Branch or manufacturer recommendations concerning operations that would exceed a certification maintenance requirement.

(2) Verify the application includes the minimum requirements for the aircraft to be considered safe for operation per established industry practices (e.g., MMEL, configuration deviation list, and AFM).

(3) Before you issue the SFP, the applicant must select, identify in the aircraft maintenance records, and use one of the inspection programs specified in [§ 91.409\(f\)](#). All such programs must specify the parts and areas of the airframe, engines, propellers, rotors, and appliances, including survival and emergency equipment, that must be inspected. *See* 91.409(g)(1), 121.135(b)(18), 135.427 and 135.419(d). The FAA may specify additional inspections and/or tests required to ensure safe operation. The scope and detail of the inspections and/or tests required to ensure safe operation may vary considerably depending on why the permit is issued and/or the conditions or circumstances surrounding the subject aircraft. Aircraft

that have been routinely maintained and/or inspected under an approved inspection program may not need additional inspections.

Note: Only an airworthiness ASI can approve an inspection program under [§ 91.409\(f\)\(4\)](#).

(4) Issue the SFP. Restrict the operation of the aircraft to specific airports and to a specific flight path to discourage unnecessary flight operations. The destination airport is the final location for the purpose of the flight. Specify an appropriate duration.

Note: At your discretion, consult an operations ASI, type rated in the same or similar aircraft, concerning the adequacy and appropriateness of the conditions and limitations of the SFP.

(5) Examples. The following examples illustrate how the above procedures may be applied:

Example 1: Continuous Airworthiness Inspection Program: ABC Airlines, operating a Boeing 777 aircraft in air carrier service, wishes to lease another Boeing 777 from XYZ Leasing. The aircraft to be leased has been in storage for one year. ABC Airlines wishes to operate the aircraft from the point of storage to a maintenance facility before placing the aircraft in service with the airline. ABC Airlines must select an inspection program under [§ 91.409\(f\)](#), identify it in the maintenance records, and use it. ABC Airlines selects the inspection program that is part of ABC Airlines' Continuous Airworthiness Maintenance Program (CAMP) for its Boeing 777, as permitted under [§ 91.409\(f\)\(1\)](#). If the CAMP contains provisions for inspection before operation under a special flight permit, those provisions may be used to ensure safe operation of the aircraft. If the CAMP does not contain such provisions, the CAMP may still be selected; however, the FAA may require ABC Airlines to make additional inspections or tests necessary to ensure safe operation as part of the SFP process.

Example 2: Inspection Program Recommended by the Manufacturer: XYZ Leasing wishes to operate its Airbus 320 from one storage location to another. When applying for the SFP, XYZ submits a description of the inspections and tests it considers necessary to ensure safe operation of the aircraft. The inspection program selected and identified in the maintenance records is the manufacturer's recommended program that meets [§ 91.409\(f\)\(3\)](#). Upon review and evaluation of the application, the FAA issues the SFP with any specific operational conditions and limitations under which XYZ may operate its aircraft following the satisfactory completion of the inspections and tests described in the selected inspection program. XYZ must comply with all the applicable inspections and tests described in the selected inspection program prior to operating the aircraft.

Example 3: Other Inspection Program: XYZ Leasing wishes to operate its Airbus 320 from one storage location to another. When applying for the SFP, XYZ submits a description of the inspections and tests it considers necessary to ensure safe operation of the aircraft. Upon review of the submitted description, the airworthiness ASI approves the description of the inspections and tests as a one-time use inspection program under [§ 91.409\(f\)\(4\)](#). The FAA issues the SFP with any specific operational conditions and limitations under which XYZ may operate its aircraft following the satisfactory completion of the

inspections and tests described. XYZ must identify the inspection and tests approved by the FAA in the maintenance records as the inspection program under which the aircraft is to be operated for the purpose of this flight only.

c. Special Cases.

(1) **Aircraft Coming Out of Storage.** For an aircraft that has been out of service for an extended period, its storage conditions should be evaluated. In many cases, aircraft in storage have been routinely maintained, inspected, and have had preventive maintenance performed at regular intervals. These aircraft normally would require less attention before any anticipated flight. However, an aircraft that has been in storage for an extended period should undergo, an extensive visual inspection by a properly certificated mechanic, an inspection of the fuel storage and delivery systems for contamination, and operational checks of all systems and equipment that may be used on the intended flight. Aircraft that have been stored for an extended period should have had the preservation procedures recommended by the engine manufacturer in place during the storage period. If not, the engine manufacturer should be contacted for a return to service work-scope to be completed on the installed engines.

(2) **Aircraft Going Into Storage.** In some cases, the applicant may not intend to place the aircraft in service following the flight authorized by the SFP. In this case the applicant may wish to use an inspection program as specified in the [§ 91.409\(f\)\(4\)](#) example above. Unless provisions for additional flights are provided for in the FAA-approved program, no additional flights are permitted.

(3) **Damaged Aircraft.** An aircraft that has been damaged may require engineering evaluations or special tests to determine if the aircraft is capable of safe flight.

(4) **Carriage of Passengers.** When the flight characteristics of the aircraft have not been appreciably altered, persons other than flight crew and/or persons essential to the operation of the aircraft may be carried aboard during non-revenue flight operations authorized by an SFP. In those cases, the passenger carrying requirements of [Part 91](#) will apply.

(5) The operation of noise restricted aircraft that do not comply with the requirements of [§ 91.801](#) requires a special flight authorization issued per [§§ 91.858 or 91.859](#) and, except for emergency relief authorizations under § 91.883(a)(7), must be obtained by applying 30 days in advance to the Office of Environment and Energy (AEE). An SFP is not required in these instances and will not be issued unless the aircraft does not meet applicable airworthiness standards as provided in [§ 21.197](#). All other inspection program requirements apply.

Chapter 19. Provisional Airworthiness Certificates (14 CFR Part 21, Subpart I)

19-1. Introduction. This chapter provides policies and procedures for issuing a provisional airworthiness certificate under [14 CFR Part 21, subpart I](#).

19-2. Procedures for Issuing an Airworthiness Certificate. Follow the procedures in chapter 4, section 1 of this order, and the following:

a. Review Application.

- (1) Applicant. Verify the applicant meets § [21.213](#).
- (2) Purpose. Verify the applicant's intended purpose meets § [91.317](#).
- (3) Statement of Conformity. Review FAA Form 8130-9, *Statement of Conformity*, to verify proper completion and to verify it contains the information required by §§ [21.221\(c\)](#), [21.223\(c\)](#), or [21.225\(c\)](#), as applicable.
- (4) Current TC. Verify the corresponding provisional TC or provisional amendment to the TC is in effect.

b. Review Aircraft Records. Per §§ 21.221(d) and 21.223(e), review aircraft maintenance records as necessary to verify the aircraft was flown at least five hours by the manufacturer.

c. Inspect the Aircraft.

(1) Condition for Safe Operation. Because the aircraft normally is one that is being used in the type certification process, the FAA should be familiar with its progress and conformity status. Therefore, per §§ [21.221\(a\)\(2\)](#), [21.223\(a\)\(2\)](#), or [21.225\(a\)\(2\)](#), as applicable, inspect the aircraft as necessary to find that no feature, characteristic, or condition of the aircraft would make the aircraft unsafe when operated per the applicable operating limitations.

(2) Flight Manual and Placards.

(a) For § 21.81 class I or provisional amendment to a TC, verify the aircraft was supplied with a provisional AFM or other document and appropriate placards containing the applicable operating limitations.

(b) For § 21.83 class II or provisional amendment to a TC, verify the aircraft was supplied with a provisional AFM containing the applicable operating limitations.

d. Issue Airworthiness Certificate.

(1) Operating Limitations. Operating limitations established for the issuance of a provisional TC or provisional amendment to a TC are a part of the provisional airworthiness certificate issued to an aircraft. Operating limitations that are not included in placards or the provisional flight manual must be issued per appendix D to this order. Based on your inspections

and assessment of potential safety hazards, prescribe additional operating limitations you consider necessary in the interest of safety.

(2) Reserved.

Chapter 20. Import Aircraft

20-1. Introduction. This chapter provides policies and procedures for issuing U.S. airworthiness certificates for imported, type-certificated aircraft. Part 21 provides for the import of aircraft as follows :

a. New Standard Classification Aircraft Under [§ 21.183\(c\)](#). For an application for an airworthiness certificate for a new, imported aircraft in the standard classification, follow the applicable procedures in paragraph 3-5 of this order and this chapter.

b. Used Standard Classification Aircraft Under [§ 21.183\(d\)](#). The FAA issues airworthiness certificates under this section for used, standard classification aircraft imported into the United States. For an application for an airworthiness certificate for a used, import aircraft in the standard classification, follow the applicable procedures in paragraph 3-6 of this order and this chapter.

c. New Primary Category Aircraft Under [§ 21.184\(b\)](#). For an application for an airworthiness certificate for a new, imported aircraft in the primary category, follow the procedures in paragraph 5-4 of this order and this chapter.

d. Used Primary Category Aircraft Under [§ 21.184\(d\)](#). For an application for an airworthiness certificate for a used, imported aircraft in the primary category, follow the procedures in paragraph 5-6 of this order and this chapter.

e. Restricted Category Aircraft Under [§ 21.185](#). For an application for an airworthiness certificate for an import aircraft in the restricted category, follow the procedures in chapter 6 of this order and this chapter.

20-2. CAA Assistance with U.S. Airworthiness Certificates for New Aircraft Manufactured Outside the United States. Refer to appendix E of this order for the related procedures.

20-3. Export Certificate of Airworthiness (Export C of A).

a. Purpose. An export C of A issued by an exporting CAA assists the FAA in determining if an imported, type-certificated aircraft is airworthy. An export C of A also helps identify any exceptions that must be corrected before an airworthiness certificate may be issued.

Note: An export C of A is not an airworthiness certificate and does not authorize flight operations of an aircraft.

b. Required for New Aircraft. An export C of A is mandatory for the import of new standard classification aircraft, new primary category aircraft, and new restricted category aircraft per [§§ 21.183\(c\)](#), [21.184\(b\)](#), [21.185\(c\)](#), respectively.

c. Desirable but Not Mandatory for Used Aircraft.

(1) Although countries with which the United States has concluded bilateral agreements concerning airworthiness have agreed to provide export certificates of airworthiness with used aircraft exported under those agreements, an export C of A is not mandatory. Similarly, an export C of A is not mandatory for used aircraft exported from non-bilateral countries. That is, the FAA may not deny issuance of an airworthiness certificate for a used imported aircraft solely because an export C of A has not been issued or provided. However, without an export C of A for a used aircraft, the applicant's showing and the FAA's finding of airworthiness may be burdensome, impractical, or not feasible due to the need for conducting a complete conformity inspection and a lack of available design data for such inspections. Advise applicants accordingly. For these reasons and the purposes described in paragraph 20-3.a of this chapter, obtaining an export C of A is always desirable.

(2) An aircraft manufacturer typically retains data enabling it to develop a conformity statement for any aircraft it manufactured, including any particular design changes that did not conform to U.S. type design when the aircraft was manufactured. Such manufacturer statements are acceptable for establishing the conformity status of the aircraft when manufactured. Beginning with that baseline conformity status, an applicant could show that subsequent maintenance, repair, alteration, compliance with Airworthiness Directives, etc., preserved, established, or restored conformity to the U.S. type design. Such a showing by an applicant is necessary to enable an exporting authority to issue an export certificate of airworthiness and/or the FAA to issue a standard airworthiness certificate. This policy affirms that the use of manufacturer statements of conformity as described above are acceptable even in the absence of an endorsement of that statement by the civil aviation authority of the State of Design, State of Manufacture, or their technical agent. This policy is not intended to supersede any agreement for an exporting authority to provide an export certificate of airworthiness, or equivalent statement, per the procedures in those agreements. This policy takes precedence over any statement in a U.S. Type Certificate Data Sheet that requires a statement of conformity from the State of Design/Manufacture.

d. Flight Operations After Issuance of Export C of A. The FAA may not be able to issue a U.S. airworthiness certificate for an aircraft operated under the registry of another country after the issuance of an export C of A by the exporting CAA. Verify if any repairs and alterations or equipment was installed, and the maintenance accomplished after the issuance of the export C of A. Per §§ 21.183(c), 21.184(b), and 21.185(c), the applicant must show that the aircraft has remained in or has been returned to conformity to its FAA TC and is in a condition for safe operation. This may involve extensive inspections accomplished by the FAA, the CAA of the SOM, the CAA of the SOR, the aircraft manufacturer, repair stations, etc., before a U.S. airworthiness certificate can be issued.

e. Notification of Exceptions. As specified in our bilateral agreements, a foreign CAA will notify the FAA before issuing an export C of A for an aircraft that is not airworthy. Some bilateral agreements specify that this notification be sent to the geographically responsible IFO; others specify that the notification be sent to the geographically responsible FSDO. For a new aircraft, forward the notification to the responsible AIR certification branch for disposition. For a used aircraft, forward the notification to the responsible FSDO for disposition. The responsible FAA office may accept all exceptions without further coordination if its letter of acceptance includes a statement that the applicant for a U.S. airworthiness certificate for that aircraft is

responsible for addressing all exceptions to make the aircraft airworthy. In addition, include in the letter of acceptance a request that the exporting CAA attach the letter of acceptance to the export C of A. Provide this letter to the exporting CAA to enable issuance of the export C of A.

20-4. Procedures for Issuing an Airworthiness Certificate. Follow the applicable procedures in paragraph 20-1 of this order and the following:

a. Review Application.

(1) Export C of A.

(a) New Aircraft. As required by [§§ 21.183\(c\)](#), [21.184\(b\)](#), and [21.185\(c\)](#) for a new standard classification aircraft, new primary category aircraft, and new restricted category aircraft, respectively, verify that the export C of A or other certifying statement from the exporting CAA states conformity to the applicable U.S. TC and condition for safe operation.

(b) Used Aircraft. For a used aircraft, verify the export C of A or other certifying statement issued by the exporting CAA states conformity to a U.S. TC and condition for safe operation.

1 Returning U.S. SOM Aircraft. If available, for U.S. SOM aircraft returning to the United States, review the U.S. export C of A issued when the aircraft was originally exported from the United States; this provides a baseline for the airworthiness determination and identifies any exceptions listed on that export C of A that may require corrective action.

2 Third Country Aircraft. If available, for used, third country aircraft, review the export C of A or other certifying statement issued by the CAA of the SOM when the aircraft was originally exported from the SOM to identify any exceptions listed on that export C of A that may require corrective action. Note that any exceptions listed may be exceptions to conformity to the TC of another country, not the FAA's TC.

(c) Verify that any statement(s) required by the applicable bilateral agreement and the aircraft TCDS is included on the export C of A.

(d) Verify the FAA accepted in writing any exceptions on the export C of A per the procedures in the applicable bilateral agreement and that this acceptance is included with the export C of A.

(e) In all cases, you are required by [49 USC 44704\(d\)](#) to inspect the aircraft and make a finding that the aircraft conforms to an FAA-approved TC and is in a condition for safe operation before issuing an airworthiness certificate for that aircraft.

(2) Bilateral Agreements.

(a) For imported new, standard classification and new restricted category aircraft, verify the United States has an agreement for the acceptance of that aircraft as required by [§ 21.183\(c\)](#) and [§ 21.185\(c\)](#), respectively.

Note: Part 21 does not require a bilateral agreement with the exporting CAA for acceptance of any used aircraft or a new, primary category aircraft.

(b) For all aircraft imported under a bilateral agreement, verify the aircraft category selected on the application is eligible for import into the United States under the applicable bilateral agreement. For an agreement with *Implementation Procedures for Airworthiness (IPA)*, this information is found in section II of the IPA, *Scope of These Implementation Procedures*. Note that the scope of acceptance of some IPAs also specifies acceptable aircraft makes and models.

(c) Review the applicable bilateral agreement to determine what findings the other CAA may make on the FAA's behalf, such as for acceptance of design data for repairs or alterations.

(d) For third-country aircraft, verify the applicable bilateral agreement includes provisions for acceptance of third-country aircraft. If so, consult the agreement to determine what documentation must be provided by the applicant and the extent of the findings the exporting CAA may make on behalf of the FAA. An export C of A issued by an exporting country for which the United States does not have a third-country provision may be acceptable if it was endorsed or validated by the CAA of the SOM, and the product is within the scope of a bilateral agreement between the SOM and the United States.

(e) Service documents such as service bulletins and structural repair manuals approved by the bilateral CAA where an affected product is manufactured are considered FAA--approved data unless otherwise noted, provided the United States has a bilateral agreement with that country. However, service bulletins or other similar instructions classified as "mandatory" by the CAA are not mandatory in the U.S. regulatory system unless required by an AD. Therefore, owners or operators of affected U.S.-registered aircraft are not required to comply with service documents or directives issued by the CAAs of other countries unless an FAA AD is issued under Part 39, *Airworthiness Directives*. However, for type-certificated products not currently registered in the United States, alternate procedures have been established involving the processing of foreign Mandatory Continuing Airworthiness Information (MCAI) that may affect the way the airworthiness certification requirements are met. The MCAI process is described in paragraph 20-5 of this order.

(3) TCDS. Verify compliance with any import requirements on the U.S. TCDS.

b. Review Aircraft Records.

(1) Evidence of Conformity. Review the applicant's evidence (for example, export C of A, maintenance records, and historical records) used to show the aircraft is entitled to the airworthiness certificate requested.

(a) When an export C of A or equivalent statement identifies exceptions to the FAA TC (for example, alterations and major repairs that have had no prior FAA approval), verify the applicant resolved the exceptions by either having the exceptions approved by the FAA or removing the nonconforming items to establish full conformity to the FAA TC.

(b) Verify that any major alteration and major repair performed while the aircraft was under a foreign SOR was accomplished in compliance with FAA-approved data and that the aircraft conforms to its TC. Under certain bilateral agreements, the FAA has determined that the other CAA may approve design data associated with major alterations or repairs that do not rise to the level of an amended TC or STC on certain categories of aircraft for which either country is the State of Design (SOD). When these data are approved directly by the CAA, or by a delegated individual or organization, they would then be subsequently recognized as FAA-approved data per the provisions of the bilateral agreement; in such cases, do not require the applicant to seek additional FAA approval(s) unless there is clear evidence that the data are erroneous or otherwise unreliable. In all other situations, use of an FAA designated engineering representative (DER) to expedite the design approval process should be encouraged for any major alteration or repair that may have been incorporated without FAA approval. Persons authorized under [§ 43.7](#) must record in the maintenance records that the major alterations or repairs conform to FAA-approved data.

(c) Verify that any maintenance performed while the aircraft was under a foreign SOR was performed per methods acceptable to the FAA and that the aircraft conforms to its approved TC or properly altered condition.

(d) Verify that any aircraft article repaired while the aircraft was operating under a foreign SOR was accomplished per methods acceptable to the FAA and that the article conforms to its TC. When this cannot be shown, the article must be removed.

(2) A 100-Hour Inspection for Used Aircraft. In addition to the persons listed in paragraph 3-6.a(1) of this order, an inspection performed by a foreign maintenance organization meets [§ 21.183\(d\)\(2\)\(v\)](#) if all the following are met:

(a) The United States has a bilateral agreement with implementation procedures (IP) with the exporting country that includes acceptance of this aircraft category by the United States for import.

(b) The inspection was performed by a maintenance organization appropriately certificated by the exporting CAA.

(c) The inspection was completed while the aircraft was operated on the registry of the exporting CAA and within 60 days of submitting the application for a U.S. airworthiness certificate.

(d) The aircraft inspection records demonstrate that the scope of the inspection meets [§ 43.15](#).

c. Inspect Aircraft.

(1) Verify that no changes or alterations have been made, and that the condition of the aircraft has not deteriorated after issuance of the export C of A or other certifying statement by the CAA.

(2) If the aircraft was disassembled for shipment and reassembled, flight testing under § 21.191(b) may be required before issuance of the requested, category-specific airworthiness certificate.

20-5. Aircraft with Mandatory Continuing Airworthiness Information (MCAI).

a. When an unsafe condition is found to exist in a U.S. type-certificated product that is not currently on the U.S. registry, the certification branch may use an alternate procedure concerning the issuance of ADs. Under this alternate procedure each MCAI received will be reviewed to determine whether it meets established criteria for required corrective action. No further action will be taken for an MCAI that does not meet these criteria. An AD will be issued for an MCAI that meets these criteria if there is one or more aircraft of the affected design currently registered in the United States. If no aircraft of the affected design are currently registered in the United States, the FAA may elect to defer publishing any ADs on the MCAIs that meet those criteria until an aircraft of that design becomes U.S.-registered. A list of each MCAI that is deferred will be maintained by the geographically responsible certification branch. A statement like the following will be found in the *Eligible Serial Numbers* section of the TCDS for an aircraft design on which ADs have not been issued for some or all the required MCAIs:

“For issuance of an airworthiness certificate the [*airworthiness authority of the SOD*] must certify that the aircraft conforms to the U.S. type certificate and is in a condition for safe operation. In that regard, [*airworthiness authority of the SOD*] will certify that the aircraft complies with all applicable MCAIs it has issued. Also, the FAA must find that the product conforms to its U.S. type certificate and is in a condition for safe operation. To make that finding, all actions required by deferred MCAIs must be accomplished per each MCAI required compliance time, except as noted on the TCDS. Deferred MCAIs must be included in the operator’s airplane maintenance or inspection program to ensure they will be accomplished within the required compliance time. All inspections or alterations required by MCAI that have surpassed the initial compliance time must be accomplished before issuance of the airworthiness certificate.”

b. In some instances, the TCDS also will indicate that certain ADs have been issued for the affected model. Compliance with any applicable AD is required, in addition to compliance with the MCAI.

c. After the first aircraft is U.S. certificated, the geographically responsible certification branch will amend the TCDS to list the required MCAIs. Compliance must be shown before subsequent aircraft can be found to be in a condition for safe operation and issued an airworthiness certificate. The certification branch will issue ADs for any subsequent MCAIs that meet the required criteria for corrective action and will not issue any retroactive ADs for any MCAIs listed as effective before the first aircraft being certificated.

d. This alternative procedure also may be used when an aircraft of the affected model previously was registered in the United States, but currently is not.

Note: This procedure is not considered appropriate at this time for other products, for example, engines and propellers, because there is no reliable means to ensure none of these products have been imported and installed in U.S. registered aircraft.

Chapter 21. Issuing an Export Certificate of Airworthiness (§ 21.329)

21-1. Introduction.

a. This chapter provides policies and procedures for issuing FAA Form 8130-4, *Export Certificate of Airworthiness*, (export C of A) for certain type-certificated aircraft as provided for under [§ 21.329](#). The FAA issues an export C of A to facilitate the acceptance of complete aircraft by other importing CAAs.

b. An export C of A only attests to the airworthiness of an aircraft. An export C of A does not:

- (1) Authorize the operation of an aircraft.
- (2) Make any attestation concerning any agreement between the exporter and importer.
- (3) Make any attestation concerning compliance with applicable regulations of other Federal agencies such as export restrictions. In issuing an export C of A, you are not responsible for making findings to the regulations of other Federal agencies.

c. FAA ASIs are authorized to issue export C of As. The FAA may delegate the issuance of an export C of A per [14 CFR Part 183](#) and the applicable designee management order.

21-2. [Issuance of Export Certificates of Airworthiness § 21.329.](#)

a. Review Application (§ 21.327).

(1) FAA Form 8130-1. Verify FAA Form 8130-1, *Application for Export Certificate of Airworthiness*, has been completed per section 6 of appendix A to this order. Verify the application was completed by the registered owner of the aircraft or an agent of the owner. If an agent completed the application, verify the registered owner of the aircraft provided a notarized letter of authorization and that the information in this letter is consistent with the application. A true copy of the notarized letter is acceptable.

(2) Eligibility.

(a) Verify the aircraft is in the normal, utility, acrobatic, commuter, transport, primary, or restricted category; a manned free balloon; or special class of aircraft. Per [§ 21.329](#), other aircraft categories are not eligible for an export C of A.

(b) Review the applicable bilateral agreement to determine if the importing country accepts the category of aircraft being exported. Some bilateral agreements require a special arrangement between the FAA and the importing CAA to export primary or restricted category aircraft; if applicable, contact the International Office (AIR-40) for assistance in developing a special arrangement and information about current special arrangements.

Note: AWC is being revised to support the issuance of an Export C of A.

b. Aircraft Manufactured Under Part 21 Subpart F or G. Per [§ 21.329\(a\)\(1\)](#), verify the aircraft meets the applicable requirements for an airworthiness certificate:

- (1) Verify the aircraft is currently registered per paragraph 2-3.c.
- (2) For a standard classification aircraft without a U.S. standard airworthiness certificate, follow the applicable procedures of chapter 3 of this order to verify the aircraft meets the requirements for that certificate.
- (3) For a primary category aircraft without a U.S. special airworthiness certificate in the primary category, follow the applicable procedures of chapter 5 of this order to verify the aircraft meets the requirements for that certificate.
- (4) For a restricted category aircraft without a U.S. special airworthiness certificate in the restricted category, follow the applicable requirements of chapter 6 of this order to verify the aircraft meets the requirements for that certificate.
- (5) For a standard, primary, or restricted category aircraft manufactured under Part 21 subpart F or G and that has an airworthiness certificate, verify the certificate is valid per the procedures of paragraphs 21-2c(1) through (4) of this chapter.

c. Aircraft Not Manufactured Under Part 21 Subpart F or G. Per [§ 21.329\(a\)\(2\)](#), an exporter may obtain an export C of A for an aircraft that was not manufactured under Part 21 subpart F or G if the aircraft has a valid standard airworthiness certificate or special airworthiness certificate in the primary or restricted category. For such an aircraft, verify the airworthiness certificate is valid.

- (1) Registration. Verify the aircraft is currently registered per paragraph 2-3.c.
- (2) Maintenance. Inspect maintenance records to verify that all maintenance required as of the date you inspect the aircraft is complete, including compliance with applicable ADs and component life limits.
- (3) ID Plates/Marks. Inspect the aircraft and engine ID plates and propeller marks to verify the information matches the application.
- (4) Other. Conduct any other inspections as necessary to verify the airworthiness certificate is valid.

d. Comply with the Bilateral Agreement. Review the applicable bilateral agreement to identify and comply with applicable requirements of the importing CAA. Requirements may include:

- (1) Type Certificate. Many importing CAAs require a finding of conformity to the TC of the importing country and a corresponding statement on the export C of A. This may include approval by the importing authority of repairs and alterations and verification of compliance with foreign ADs.
- (2) Special Import Requirements (SIR). Many importing CAAs require the FAA to verify that the exporter has complied with their SIR. These requirements must be satisfied as a condition of shipment at the time of export. SIR may include, for example, the requirement for FAA

Form 8130-4 and copies of maintenance records, flight manuals, and other documents. These requirements may be found in FAA AC 21-2, *Complying with the Requirements of Importing Countries or Jurisdictions When Exporting U.S. Products, Articles, or Parts*; appendix 2, [Special Requirements of Importing Countries](#). Identify any SIR applicable to this export.

Note: If inconsistencies are identified between a bilateral agreement and an SIR while preparing an export C of A, contact AIR-40 for guidance. FAA ASIs and designees should not contact the importing CAA directly to resolve these inconsistencies. AIR-40 will contact the importing CAA and determine whether a particular export transaction is consistent with the importing CAA's expectations. If necessary, AIR-40 may also determine whether amendments to bilateral agreements and SIRs are necessary and pursue that action with the affected CAA.

(3) Required Statements on the Export C of A. Identify any applicable statements that need to be included on the export C of A as required by the bilateral agreement, the U.S. TCDS, the foreign TCDS, and appendix 2 to FAA AC 21-2.

e. No Bilateral Agreement. Although unnecessary, the FAA may issue an export C of A to export an aircraft to a country with which the United States does not have a bilateral agreement; in such cases, the export C of A may only certify conformity to the U.S. TC.

f. Coordination Exceptions. If the aircraft does not conform to the applicable TC, the aircraft is not in a condition for safe operation, or the exporter will not meet the SIR of the importing country, obtain from the exporter a written description of all such nonconformities and noncompliance [hereafter, exceptions]. If the CAA has not previously provided acceptance of all exceptions, an FAA ASI must prepare an accompanying cover letter on FAA letterhead to the importing CAA, requesting the CAA's acceptance of the exceptions and a return reply to the FAA. The responsible FAA office transmits the letter to the importing CAA; electronic transmissions may be used to expedite this process if the FAA confirms that the reply is from an authorized person within the importing CAA. Do not issue the export C of A without written acceptance of all exceptions from the importing CAA.

(1) If the importing CAA does not provide written acceptance of all exceptions, write a letter to the applicant denying issuance of the certificate and stating the reason(s) for the denial. If feasible, identify which steps may be accomplished to meet the certification requirements.

(2) Complete Part III of FAA Form 8130-1.

Note: For countries with which the United States has a bilateral agreement with separate implementation procedures (IP), instructions for transmittal of requests for acceptance of exceptions are contained in the IP paragraph concerning coordination of exceptions for an export C of A. For countries with which the United States has a Bilateral Airworthiness Agreement (BAA), the requests for acceptance of exceptions should be directed to the importing CAA's appropriate contact identified on the AIR-40 [global contacts list](#). For all non-bilateral countries, if an appropriate recipient and address is unknown, contact AIR-40 for assistance.

g. Document Reviews and Inspections. Document all completed reviews and inspections on FAA Form 8100-1, per the instructions on the form. Verify the applicant corrects all unsatisfactory findings, and document those corrections on FAA Form 8100-1 before issuing an export C of A.

h. Issue the Export C of A. Upon finding the applicant meets applicable requirements, issue the export C of A as follows:

(1) Export C of A.

(a) Complete FAA Form 8130-4, *Export Certificate of Airworthiness*, per the instructions in section 7 of appendix A to this order.

(b) If applicable, attach a copy of the written statement of acceptance of exceptions from the importing CAA of any nonconformity to the TC or noncompliance with SIR of the importing country. Note the original statement of acceptance will be included in the files forwarded to AFB-710. Written CAA acceptance of exceptions transmitted electronically are acceptable for attaching to the export C of A.

(2) Application. Complete block 21 of the application.

(3) Make a maintenance record entry. Although not required, you should make a maintenance record entry to facilitate a finding of airworthiness should this aircraft return to the U.S registry: “This aircraft was issued an export certificate of airworthiness on [enter date] to facilitate export from the United States. [Signature: Jane Doe, Aviation Safety Inspector, AIR-883].”

(4) Review with Applicant. Give the applicant the completed export C of A and, if applicable, a copy of the importing CAA’s written acceptance of exceptions. Remind the exporter to comply with [§ 21.335](#). When exporting an unassembled aircraft, advise the exporter to forward the manufacturer’s assembly instructions and, if applicable, an FAA-approved flight test checkoff form to the importer.

i. Review Records and Forward to the Registry.

(1) Review your records to verify completeness, accuracy, legibility, and compliance with applicable requirements. Following export of an aircraft, strikeovers are permitted to correct errors on records.

(2) Review and forward certification files per appendix B to this order.

21-3. Unassembled Aircraft. Verify the importing country has no prohibition on importing unassembled aircraft. In exporting a new, unassembled aircraft manufactured under a PC, the exporter should provide the importer the manufacturer’s assembly instructions and the FAA -approved flight test procedures. This information should also be provided for other unassembled aircraft.

21-4. Approval of Alterations. In many instances, an aircraft that conforms to the TC may be altered before export per the purchaser's requirements. The responsibility for approval and recording of such alterations primarily depends on the registration status of the aircraft:

a. If the aircraft is altered while registered in the United States, the applicable requirements of 14 CFR concerning approval of alterations apply. For example, depending on whether any airworthiness certificate had been issued, any necessary flight testing would require the issuance of an experimental airworthiness certificate.

b. If the aircraft is altered after it has been removed from the U.S. registry, approval of the alteration becomes the responsibility of the CAA of the SOR or intended registry. The applicant or exporter is responsible for obtaining the approval. Any flight testing in the United States would require the issuance of an SFA.

21-5. Multiple Categories. To retain eligibility for issuance of an export C of A as a standard aircraft after having been operated in the restricted category, the following items apply:

a. While being operated in the restricted category, any changes made to the aircraft that are to be retained when in normal category operation, or any operations that are outside of the standard classification operating limitations, must be approved per the regulations and procedures applicable to an aircraft having a standard airworthiness certificate.

b. If the TCDS for an aircraft includes both standard and restricted category, and the maximum gross weight and/or other operating limitations for the restricted category are higher than that for standard classification, the aircraft is not eligible for issuance of an export C of A as a standard aircraft, after having been operated in the restricted category, unless—

(1) The TCDS specifically states that the aircraft is eligible for operation under a standard airworthiness certificate after having been operated at the limitations applicable to the restricted category; or

(2) If the TCDS does not have such a note or other reference, the operations outside of the standard classification operating limitations, including increased gross weight, had been approved as appropriate for an aircraft having a standard airworthiness certificate.

21-6. Replacement and Correction of FAA Form 8130-4.

a. Replacements. When FAA Form 8130-4 has been declared lost or mutilated, advise the owner to contact AFB-710 for replacement.

Note: Replacing an export C of A is an administrative function and does not require a finding of airworthiness.

b. Correction of Administrative Errors. When FAA Form 8130-4 has been issued with erroneous information, typos, and other such mistakes not impacting the aircraft records review or conformity inspection of the exported aircraft, follow the procedures of paragraphs 21-2.g-h for issuance of a replacement certificate and for reviewing and forwarding records except as follows.

- (1) Recover the originally issued FAA Form 8130-4.
- (2) An application is not required; a signed statement from the original applicant or importer is acceptable. Review the signed statement requesting the replacement certificate to verify it includes the aircraft registration number when the original export C of A was issued, make, model, S/N, and a valid reason for replacing the certificate.
- (3) Verify the error is administrative in nature and does not require a new review of aircraft records or a new aircraft inspection.
- (4) Except for the correction of administrative errors complete FAA Form 8130-4 identically to the original. Enter the date of the original certificate, inserting “R” before the date to signify that this is a replacement certificate.
- (5) Transfer any attachments from the original to the replacement certificate.

Chapter 22. Special Flight Authorizations for Foreign Civil Aircraft (§ 91.715)

22-1. Introduction. This chapter provides policies and procedures for issuing a special flight authorization (SFA) for foreign civil aircraft, per the requirements of [§ 91.715](#).

a. FAA ASIs are authorized to issue SFAs.

b. The navigation of foreign registered civil aircraft in the United States is permitted under [49 USC 41703\(a\)](#) as implemented by 14 CFR [Part 375](#), Navigation of Foreign Civil Aircraft within the United States. [Part 375](#) specifies that a foreign civil aircraft being operated in the United States must carry a current and effective registration and airworthiness certificate issued or rendered valid by the SOR. [Part 375](#) also allows the operation of foreign aircraft that do not carry current airworthiness certificates, but that have been issued an SFA by the FAA.

c. Foreign civil aircraft that do not have a current airworthiness certificate issued by the SOR meeting Annex 8 to the ICAO Convention require an SFA issued by the FAA per [§ 91.715\(a\)](#).

d. An aircraft registered in a country that is not an [ICAO member state](#) or a territory of a member state always requires an [authorization from the Department of Transportation \(DOT\)](#) and an SFA issued by the FAA before operating in the United States.

e. FAA Order 8900.1 requires the responsible FS offices to use the FAA Web-based Operations Safety System (WebOPSS) to administer SFAs with continuing authorization.

22-2. Eligibility. Foreign civil aircraft are eligible for an SFA as follows:

a. Section [91.715](#) is applicable to foreign aircraft that do not have a current airworthiness certificate, or an equivalent to a U.S. standard airworthiness certificate, that indicates that the aircraft complies with a detailed and comprehensive airworthiness code as provided by Annex 8 to the ICAO Convention.

b. An SFA is required for an aircraft carrying an airworthiness certificate, flight permit, or similar document issued by the SOR that is equivalent to a U.S. special airworthiness certificate.

c. An SFA is required for either of the following scenarios:

(1) The aircraft is registered in an ICAO member state but does not have an airworthiness certificate attesting that the aircraft complies with Annex 8 to the ICAO Convention, or it has an invalid airworthiness certificate.

(2) The aircraft is registered in a non-ICAO member state regardless of the type of airworthiness certificate issued or its planned operation.

d. An SFA must not be issued for the following:

(1) Foreign Military Aircraft. Refer an applicant requesting an SFA for a foreign military aircraft to the U.S. [Department of State](#). Such aircraft may enter the United States only with a diplomatic clearance that would be issued solely on a government-to-government, non-commercial basis.

(2) Special Interest Flight. The aircraft is registered in a country that has special overflight approval requirements under the U.S. Department of State Special Interest Flight (SIF) program. For requests involving aircraft identified under the SIF program, the foreign owner/operator needs overflight clearance from the U.S. Department of State. For further information, contact FAA Air Traffic System Operation, AJR-2, or refer to part 3 of the latest [Notice to Air Missions \(NOTAM\)](#).

(3) A Canadian Owner–Maintenance category aircraft.

22-3. Procedures.

a. Application and Document Review.

(1) General. The application for an SFA may be in the form of a letter, email, or fax from the owner or operator. If the aircraft is in the United States, the local FAA office is responsible for processing the SFA. If the aircraft is not in the United States, the office having jurisdiction over FAA matters in that country is the office responsible for processing the application. If an agent completed the application, verify the registered owner of the aircraft provided a notarized letter of authorization and that the information in this letter is consistent with the application. A true copy of the notarized letter is acceptable.

(2) Aviation Events. The application may be made to the AFS division manager or AIR division manager of the FAA region in which the event is located. Aviation events encompass many different activities. Refer to FAA Order 8900.1 for additional information.

(3) SFA for Operation of Canadian-Registered, Recreational Aircraft in the United States. Operation in the United States of Canadian-registered, amateur-built aircraft or basic/advanced ultralight airplanes is permitted by the issuance of an SFA under [§ 91.715](#). The SFA must be obtained before operation in the United States is permitted. An SFA may be obtained from the FAA for operation of these aircraft in U.S. airspace by following the [instructions](#) on the FAA website.

(4) Applications for Individual Aircraft Authorizations. An application for an SFA must contain the following information, as applicable, and any other information deemed appropriate by the issuing FAA field office:

- (a) The name and address of the applicant.
- (b) The name and address of the aircraft owner.
- (c) The purpose for which the SFA is requested, including-

1 Whether the aircraft will be used as a test aircraft in the development of a U.S. STC and will require flight testing for showing compliance with regulations; and

2 If flying the aircraft to a base where repairs or maintenance are to be performed, a description of the needed repairs and the operating limitations, if any, assigned by the SOR.

(d) The type of airworthiness document, if any, issued for the aircraft by the SOR.

(e) Information such as total aircraft time, maintenance status, date of last inspection, type of inspection, and the name and title of the person performing the inspection. This information is necessary to establish that the requested flight(s) will not adversely affect safety.

(f) The make, model, and S/N of the aircraft.

(g) The assigned nationality and registration marks and a valid copy of the registration document issued by the SOR.

(h) Itinerary.

1 The country of origin.

2 The base of operations for the proposed flights and the areas where the flights will be conducted.

3 The proposed U.S. point of entry and the itinerary while operating in the United States.

4 The proposed U.S. point of departure and the ultimate destination.

(i) The duration for which the SFA is requested.

(5) Applications for Blanket Authorizations. A blanket SFA may be requested for an operation that will be conducted many times during a given period or for multiple aircraft engaged in the same operation, for example, an export delivery flight. A blanket SFA may be issued when deemed appropriate by the issuing office manager. An application for a blanket SFA should contain the following information:

(a) The name and address of the promotion sponsor; or the name and address of the manufacturer when the purpose is for export.

(b) The purpose(s) for which the blanket SFA is requested, and the number of signed copies required to meet operating needs.

(c) Enough information to establish that the flights will not adversely affect safety.

(d) For aviation events, the name and address of the owner or operator, make, model, S/N, registration number, type of airworthiness certificate carried, reason why the aircraft does not comply with standard airworthiness requirements, and aircraft maintenance provisions. The listing of owners, pilots, and aircraft participating may be provided separately.

(e) Any other information deemed appropriate by the ASI.

b. Aircraft and Record Inspection. The aircraft may need to be inspected before issuance of the SFA to ensure it is capable of safe flight for the intended purpose(s). The ASI may make, or require the applicant to make, appropriate inspections or tests considered necessary for safety.

c. Document Reviews and Inspections. Document all completed reviews and inspections on FAA Form 8100-1, per the instructions on the form. Verify the applicant corrects all unsatisfactory findings, and document those corrections on FAA Form 8100-1 before issuing the SFA.

d. Issuance of an SFA and Operating Limitations.

(1) **Numbering.** Each SFA issued must include the application number assigned by AWC, or one assigned by the local office generating the SFA. When using a number not assigned by AWC, each SFA issued must be assigned (beginning with “01”) that is prefixed by the appropriate location identifier code of the FAA office, for example, MKE-GL-13 01 or OKC-AIR-881 01. If an SFA is extended, a new SFA must be issued using the number assigned to the original followed by the letter “A,” for example, MKE-GL-13 01A. In some cases, an SFA may require extension more than once. The second extension would still use the original number followed by the letter “B.”

(2) **Duration.** The SFA is usually issued with the duration requested by the applicant. However, the issuing office may issue the SFA with a different duration. For example, if the purpose is one for which delays may be expected, such as in STC projects, the office may establish a longer duration than was requested to preclude the need for extensions.

(3) **Blanket SFA:** When issuing multiple copies of a blanket SFA to an applicant, advise the applicant that the applicant is accountable for each signed copy. Refer to figures F-4 and F-6 of this order for examples of blanket authorizations.

(4) **Operating Limitations.** Because an SFA is issued to cover operation of an aircraft that may not meet the airworthiness standards established by ICAO, pursuant to § 91.715(b), appropriate operating limitations must be prescribed to minimize hazards to persons or property. Appendix F of this order includes examples of operating limitations for SFAs for specific flight operations; these examples are not intended to be prescriptive or exhaustive. You may prescribe additional limitations deemed necessary in the interest of safety. In certain circumstances, such as a flight for export delivery, additional limitations may not be necessary. The limitations should be similar to what you would issue to a comparable U.S.-registered aircraft. If deemed necessary, you should coordinate draft operating limitations with a local operations inspector. Minimum operating limitations include the following:

(a) General. The following are applicable to all SFAs issued unless otherwise noted:

1 A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.

2 You must comply with all limitations imposed by the SOR and this authorization.

3 Persons or property must not be carried for compensation or hire.

4 This authorization is valid in the United States only.

5 Upon request, this authorization must be made available to an FAA inspector.

6 This authorization is valid until [insert expiration date] unless superseded or rescinded.

(b) Damaged Aircraft.

1 Aircraft Located in the United States. The determination that the aircraft has been damaged to the extent that the airworthiness certificate is ineffective is the responsibility of the SOR. Contact the IFO for any information related to the SOR. Under Annex 8 to the ICAO Convention, the SOR may either prohibit further flights of the aircraft until it is restored to an airworthy condition or may prescribe limitations under which the aircraft would be safe to fly to a base where repairs can be made. In the event the SOR requests the FAA to inspect the aircraft on its behalf, the appropriate geographical office should arrange for inspection of the aircraft by personnel from the responsible FSDO or CM Section. Any limitations considered necessary because of the inspection must be prescribed as special limitations in addition to the minimum limitations.

2 Aircraft Located Outside the United States. An applicant with a foreign registered aircraft needing repair, who wants the repair to be accomplished at a manufacturer or repair facility in the United States, may do so regardless of the country in which the damage was sustained. The SOR remains responsible for inspection of the aircraft and for establishing any necessary special operating conditions and limitations.

(c) Change in Nationality. This paragraph applies when an airworthiness certificate has been invalidated by the new SOR. If the aircraft complies with U.S. and/or ICAO airworthiness requirements, except for the invalid airworthiness certificate, it may not be necessary to prescribe additional operating limitations. Note that the aircraft need not have a registration issued by the country of the foreign buyer but must bear the ID marks issued by the SOR or intended registry.

(d) Flight Testing. The ASI must evaluate the reasons the flight test must be conducted in the United States, the qualifications of the individual or company in the United States who will be primarily responsible for the flight test operations, and the nature of the flight

tests. The conclusions reached from that evaluation are an important factor in determining the special operating limitations that must be prescribed in addition to the minimum limitations. The following operating limitations would generally be applicable, but may be altered or added to as deemed appropriate:

1 All flight tests must be conducted in compliance with [§ 91.305](#).

2 All maintenance and inspection of the aircraft must be conducted under the direct supervision of qualified personnel holding appropriate licenses issued or rendered valid by the [insert SOR] CAA and according to [insert SOR] aircraft maintenance requirements.

3 Except for flight tests conducted according to the terms of this authorization, additional flights within the United States must be limited to those necessary to proceed from [specify origin] to [*insert the name of the airport or other area from which the flight test will be conducted*] and return to [*specify destination*] by the most practical direct route, considering safety risks.

(e) Flight training of customers, employees, or designees. In most cases, an SFA issued for this purpose would be a blanket authorization issued to an aircraft manufacturer. The following operating limitations, in addition to the required standard limitations, are worded to indicate that more than one aircraft is involved. If an SFA under this paragraph is issued for a single aircraft, an appropriate change must be made.

1 Each aircraft operated for customer crew training flights must carry this SFA attached to a statement that includes the name and address of the aircraft owner, the aircraft's assigned nationality and registration marks, and the dates on which the customer crew training flights are scheduled to begin and end. This limitation applies only if a blanket authorization has been issued.

2 All customer crew training and aircraft maintenance must be conducted under the direct supervision of [*insert name of manufacturer*] personnel.

(f) Ferrying an Aircraft for Export Delivery.

1 Individual Aircraft Authorizations. The limitations below may be omitted if the aircraft has a valid FAA export C of A with no major exceptions listed and is not carrying extra fuel or navigational equipment. Approval of major exceptions must be obtained from the CAA of the SOR. If temporary fuel system(s)/equipment are installed and/or the aircraft is to be operated in excess of its maximum certificated takeoff weight, the limitations below must be included as applicable:

(aa) Operation in the overweight condition must avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazards to persons or property.

(bb) The aircraft must not be operated with temporary fuel system(s) or temporary navigation equipment installed, or at a weight in excess of its maximum certificated takeoff weight, unless approved in writing by the CAA of the SOR.

2 Blanket Authorization. The limitations applicable to an individual aircraft authorization generally apply to a blanket authorization. Because the manufacturer is authorized to issue copies without individual FAA review, the blanket authorization must be worded so any possible situation will be covered by each copy issued. When issuing multiple copies for a blanket SFA, add a limitation requiring the applicant to attach a statement to the SFA including the name and address of the aircraft owner; nationality and registration marks displayed on the aircraft; make, model, and S/N of the aircraft; date the copy is issued for the aircraft; and signature of authorized representative. Refer to figures F-4 and F-6 in Appendix F of this order for examples of blanket authorizations.

(g) Demonstration or Test. The issuing office should find that the applicant for an SFA for demonstration has satisfied, as applicable, the items listed in part 91. Persons having an interest in the demonstration, for example, customers, may be carried in an aircraft issued an SFA for demonstration.

(5) Examples. Examples of SFAs for various flight operations are shown in appendix F to this order.

e. Review and Maintain Records.

(1) Review your records to verify completeness, accuracy, legibility, and compliance with applicable requirements.

(2) The SFA issuing office maintains records in AWC.

Chapter 23. Other Policies and Procedures

23-1. Introduction. This chapter contains other miscellaneous policies and procedures related to issuing an airworthiness certificate.

23-2. Public Aircraft Operations (PAO).

a. Public aircraft are defined in [49 USC 40102\(a\)\(41\)](#).

b. If an applicant intends to perform both public and civil aircraft operations, advise them that when changing from a public status to a civil status, the aircraft must meet all civil requirements. Depending on the complexity of the PAO, it is recommended that an operator have written instructions on how it transitions from public to civil status.

c. Note that a civil airworthiness certificate issued under 14 CFR is not in effect during PAO.

d. For additional information, refer to FAA Order 8900.1, volume 3, chapter 14; and FAA AC 00-1.1, *Public Aircraft Operations--Manned and Unmanned*; see [DRS](#).

23-3. Production Flight Testing of Aircraft Built Under Military Contract. Aircraft built under a military contract with military aircraft identification marks do not require FAA registration or the issuance of an airworthiness certificate for flight testing or demonstration before acceptance by the military. However, aircraft of military design built independently by manufacturers and not having military identification are required to obtain FAA registration and an airworthiness certificate because these aircraft are considered civil aircraft. These aircraft may be issued a SFP for customer demonstration flights if they have successfully completed a production flight test.

23-4. Operation of Civil Aircraft with a Door Open or Removed Parachuting, Skydiving, or Other Special Operations.

a. For requests to operate an aircraft with a door open or removed for parachuting or other special operations the responsible FSDO having jurisdiction over the area in which the operations are to be conducted should review the request for the following information:

- (1) Name and address of the registered aircraft owner;
- (2) Make, model, serial, and N-number of the aircraft;
- (3) Location where the aircraft is normally based; and
- (4) Reason for operating the aircraft with a door removed.

b. Removal or installation of a cabin door for the specified aircraft is considered maintenance and as such must be accomplished by persons authorized under [§ 43.3](#).

c. If operations of rotorcraft with the doors opened or removed obstructs the N-number marks from view, the operator must notify the appropriate managing office in writing detailing the nature of the proposed operation and the proposed dates of operation with doors removed. The managing office will then instruct the operator to affix N-number marks on an authorized surface required by [§ 45.27\(a\)](#). The size of the marks must comply with [§ 45.29\(b\)](#) unless no authorized surface is large enough for display of marks meeting the size requirements of this section. The rotorcraft would then be marked on the largest authorized surface with marks as large as practicable, as allowed by [§ 45.29\(f\)](#). Any remnants of the permanent N-number marks must be obliterated so as not to confuse, per [§ 45.21\(b\)](#), identification of the rotorcraft. The new marks must meet the permanence requirements of [§ 45.21\(c\)\(1\)](#). Flight operations must be authorized in writing by the managing office for a specified time and purpose. The managing office will verify the new marks comply with Part 45 and that the rotorcraft is returned to its permanent marking scheme.

d. Under [Part 43, appendix A, paragraph \(c\)\(15\)](#), a pilot may be authorized to remove or reinstall passenger seats. Removal or installation of control sticks and wheels must be performed per the applicable sections of [Part 43](#).

e. Refer to figure G-1 of appendix G to this order for sample limitations for the operation of an aircraft with a door removed.

Note: Aircraft may operate under [§ 91.108](#) with a door open or removed by TC, amended TC, STC, authorization in the AFM, or field approval. Aircraft approved to operate by issuance of FAA Form 337, *Major Repair and Alteration*, must have operating limitations issued by the responsible FSDO. As necessary, refer to FAA Order 8300.16, *Major Repair and Alteration Data Approval*, for related policies and procedures. The FAA must note on the operating limitations the aircraft make, model, N-number, and S/N; type of operation authorized; date of issuance; name of the issuing ASI; and the office code of the issuing office. For an aircraft that requires removal or opening of a particular door, specify in the limitations which door may be removed or opened. Forward a copy of the limitations to AFB-710.

23-5. Replacement ID Plates.

a. When a replacement ID plate is required, the owner or the owner's authorized representative will contact their local FAA office. The FAA determines whether the request is valid and provides a letter to the applicant with the FAA's finding. Notify the applicant to contact the manufacturer for a replacement ID plate.

b. Per [§ 45.13\(c\)](#), no person may remove or install any identification plate required by [§ 45.11](#), without the approval of the FAA, except when necessary during maintenance operations. Prior to granting approval, the old ID plate, when available, should be voluntarily surrendered by the owner. The FAA office must make a digital copy of the original plate and then either physically destroy it or, if requested by the manufacturer, return it to the manufacturer via certified mail. The FAA office must then send a letter to AFB-710 stating that the surrendered plate has been destroyed. AFB-710 will include the letter in the permanent aircraft records file.

23-6. New Aircraft Manufactured Under § 21.6(b). If you receive an application for an airworthiness certificate for a new aircraft manufactured under [§ 21.6\(b\)](#), contact AIR-630 for assistance.

Section 3. Military Surplus Flight Safety Critical Aircraft Parts, Engines, & Propellers

23-7. Evaluation.

a. This paragraph provides guidance for use in evaluating and determining the eligibility of U.S. military surplus Flight Safety Critical Aircraft Parts (FSCAP), engines, and propellers for installation on FAA type-certificated products. Many military surplus FSCAPs have the potential to be approved for installation on aircraft that hold special or standard airworthiness certificates.

b. Military engines, propellers, and articles are categorized as new or used and fall into one of the following categories:

- (1) Dual use FSCAPs;
- (2) Military unique FSCAPs;
- (3) Dual use military surplus engines, propellers, and articles; and
- (4) Military unique surplus engines, propellers, and articles.

c. Before these military engines, propellers, and articles are installed on type-certificated products, the installer must determine that they are—

- (1) Eligible for installation, and
- (2) Airworthy.

d. There are certain unique design considerations and FAA certification requirements for engines and propellers. Therefore, the eligibility and evaluation processes for military surplus engines, propellers, and articles are described separately in paragraph 23-10 of this order.

Note: For eligibility and evaluation of non-flight safety critical articles, safety critical aircraft articles, engines/propellers, and their articles, use FAA AC 20-62, *Eligibility, Quality, and Identification of Aeronautical Replacement Parts*.

23-8. Dual Use FSCAP (New or Used).

a. Eligibility Screening. New or used dual use FSCAPs may be eligible for installation on FAA type-certificated products with standard or special airworthiness certificates. The eligibility determination is made based on a review of the following pertinent Department of Defense (DOD) historical records:

- (1) FSCAP identification: part number, DOD National Stock Number, and S/N.
- (2) Manufacturer, DOD Commercial and Government Entity (CAGE) code, and date of manufacture.
- (3) Total time in service.
- (4) Current status of life limited FSCAPs.
- (5) Time since the last overhaul of each FSCAP that is required to be overhauled on a specified time basis.
- (6) Identification of current inspection status, including time since last required inspection or maintenance performed.
- (7) Current status of applicable AD and DOD directives (for example, engineering changes, technical orders, or maintenance work orders) including the date and method of compliance. If the AD involves recurring action, the current status includes the time and date when the next action is required.
- (8) A list of current major alterations or repairs for each FSCAP.
- (9) Date any work was accomplished.
- (10) Work authentication.

b. Airworthiness Determination. After determining the FSCAP is eligible to be installed on a type-certificated product, the FSCAP must be evaluated to determine whether it is airworthy.

(1) New Dual Use FSCAP.

(a) For an FSCAP to be installed on products with standard airworthiness certificates, the FSCAP must be airworthy.

(b) For an FSCAP to be installed on products with special airworthiness certificates, the FSCAP must be cited in the FAA-accepted maintenance manual and illustrated parts catalog (IPC) specified on the applicable TCDS and must be in a condition for safe operation.

(2) Used Dual Use FSCAP

(a) For an FSCAP to be installed on products with standard or special airworthiness certificates, the FSCAP must be evaluated using the procedures for new dual use FSCAPs above, as appropriate, to determine the FSCAP's airworthiness per § 43.13.

(b) The FSCAP also must be evaluated by persons authorized under §§ 43.7(a), (c), (d), or (e) by using the following applicable methods, means, or data sources:

- (1) Differences between military and civil versions (for example, possible DOD alterations or repairs performed);
- (2) Current manufacturer or DOD technical data and procedures to perform tests and inspections, including current life limited articles list;
- (3) Comparison of military time and/or cycle count for accumulated operational time versus civil (for example, "Did the military use a different method than civil operators to account for accumulated operational time?");
- (4) Nondestructive tests, as required;
- (5) Bench test or functional test, as required;
- (6) Results of tests and inspections recorded;
- (7) Complete alteration or repair records;
- (8) Manufacturer's ID plate;
- (9) Flight, maintenance, and/or structural manual(s), and IPC; and
- (10) Instructions for Continued Airworthiness (ICA).

c. Approval for Installation. Persons authorized under § 43.7 may approve dual use FSCAPs for installation on type-certificated products if the FSCAP successfully completed the eligibility screening and airworthiness evaluation. The installer must be able to determine that the installation of the FSCAP will leave the product in compliance with all regulations and in a condition for safe operation. The authorized individual completing the eligibility screening and/or airworthiness evaluation must make a maintenance record entry that clearly documents the results of the evaluation. Each maintenance record entry per § 43.9 should include a description of the work performed, the completion date of the work performed, and the name of the person performing the work or authorized to sign.

23-9. Military Unique FSCAP.

a. Eligibility Screening. New or used military unique FSCAPs may be eligible for installation on civil aircraft with special airworthiness certificates under § 21.305(c) in

conjunction with type certification procedures for a product or per a TCDS. Military unique FSCAPs are not eligible for installation on a civil aircraft with a standard airworthiness certificate. The eligibility determination is made based on a review of the following pertinent DOD historical records:

- (1) FSCAP identification: part number, DOD National Stock Number, and S/N.
- (2) Manufacturer, DOD CAGE code, and date of manufacture.
- (3) Total time in service.
- (4) Current status of life limited FSCAPs.
- (5) Time since the last overhaul of each FSCAP that is required to be overhauled on a specified time basis.
- (6) Identification of current inspection status, including time since last required inspection or maintenance performed.
- (7) Current status of applicable ADs and DOD directives, (for example, engineering changes, technical orders, or maintenance work orders) including the date and method of compliance. If the AD involves recurring action, the current status includes the time and date when the next action is required.
- (8) A list of current major alterations or repairs for each FSCAP.
- (9) Date any work was accomplished.
- (10) Work authentication.

b. Airworthiness Determination. After determining the FSCAP is eligible to be installed on a type-certificated product with a special airworthiness certificate, the FSCAP must be evaluated to determine whether it is airworthy.

(1) New Military Unique FSCAP. The FSCAP must be cited in the FAA-accepted, military-approved maintenance manual and IPC specified on the applicable aircraft TCDS and must be in a condition for safe operation.

(2) Used Military Unique FSCAP.

(a) The FSCAP must be cited in the FAA-accepted, military-approved maintenance manual and IPC specified on the applicable aircraft TCDS and must be in a condition for safe operation.

(b) The FSCAP also must be evaluated to determine airworthiness per § 43.13, by using the following applicable methods, means, or data sources:

- (1) Special equipment or test apparatus, as required;

- (2) Current manufacturer or DOD technical data and procedures to perform tests and inspections;
- (3) Comparison of military time and/or cycle count for accumulated operational time versus civil time (for example, “Did the military use a different method than civil operators to account for accumulated operational time?”);
- (4) Nondestructive tests, as required;
- (5) Bench test or functional test, as required;
- (6) Results of tests and inspections recorded;
- (7) Complete alteration or repair records;
- (8) Manufacturer’s ID plate;
- (9) Flight, maintenance, and/or structural manual(s), and IPC; and
- (10) ICA.

c. Approval for Installation. Persons authorized under § 43.7 may approve military unique FSCAPs for installation on type-certificated products if the FSCAP successfully completed the eligibility screening and the airworthiness evaluation. The installer must be able to determine that the installation of the FSCAP will leave the product in compliance with the TCDS and in a condition for safe operation. The authorized individual completing the eligibility screening and/or airworthiness evaluation must make a maintenance record entry that clearly documents the results of the evaluation. Each maintenance record entry per § 43.9 should include a description of the work performed, the completion date of the work performed, and the name of the person performing the work or authorized to sign.

23-10. Dual Use & Unique Military Surplus Engines, Propellers, & Their Articles.

- a.** New, used, or parted out military surplus engines, propellers, and articles should not be presumed to be eligible for installation on FAA type-certificated aircraft. Military surplus engines, propellers, and articles are either dual use or military unique.
- b.** The pertinent accompanying historical records documentation is essential for—
 - (1) The Defense Reutilization and Marketing Office’s public sale of engines, propellers, and articles;
 - (2) Categorizing the engines, propellers, and articles as dual use or military unique, and
 - (3) Establishing the eligibility and airworthiness of the engine, propeller, and articles.
- c.** Military surplus engines and propellers may be type-certificated under § 21.17, which requires issuance of a new TC and compliance with the applicable requirements, such as Part 33, Airworthiness Standards: Aircraft Engines, for engines and Part 35,

Airworthiness Standards: Propellers, for propellers. For a military aircraft issued a TC under §§ 21.25 or 21.27, the applicable engine or propeller is not required to be issued a separate TC. However, note that the engine and propeller cannot be certificated separately under these two sections. Any eligible military surplus engines or propellers will be referenced on the aircraft's TCDS. However, military unique surplus engines, propellers, and articles may be eligible for installation only on civil military surplus aircraft with special airworthiness certificates.

d. Engines, propellers, and articles are deemed flight safety critical if their failure, malfunction, or absence could cause a catastrophic failure resulting in loss or serious damage to the aircraft or an uncommanded engine shutdown resulting in an unsafe condition. Such conditions include, but are not limited to, release of engine or propeller debris, propeller separation, and, in rotorcraft, a transient or continuous power loss, or loss of power response. Examples of flight safety critical engine and propeller articles are life limited articles, rotating articles, and, for rotorcraft, actuating articles.

e. Dual Use Military Surplus Engines, Propellers, and Articles. Dual use military surplus engines and propellers that hold a TC, and their articles, may be eligible for installation on civil products per the applicable regulations. The authorized individual completing the eligibility screening and/or the airworthiness evaluation should make a record entry to document the result(s).

(1) Eligibility Screening. New or used dual use engines, propellers, and articles may be eligible for installation on FAA type-certificated civil or surplus military aircraft with standard or special airworthiness certification. A U.S. TC must have been issued for a corresponding civil model engine or propeller under § 21.21 at the time of manufacture, or a U.S. aircraft TC must have been issued and the engines or propellers referenced in the aircraft TCDS under §§ 21.27 or 21.25. The eligibility determination is made based on a review of the following pertinent historical records:

(a) Engine, propeller, and article ID (article part number and S/N and manufacturer).

(b) Contract or purchase order number under which the engine, propeller, or article was manufactured.

(c) Evidence of engine, propeller, and article status, for example, serviceable or unserviceable, per DOD Form (DD Form) 1574-1, *Serviceable Label Materiel*, or Department of the Army (DA) Form 2410, *Component Removal/Repair/Install/Gain/Loss Record*.

(d) Complete historical records maintained by the military, the manufacturer, and any other prior owner(s), pertaining to inspection, repair, alteration, maintenance, and operation of the engine from the time of acceptance by the military, including, but not limited to, DA Form 2408-5, *Equipment Modification Record*, and DA Form 2408-6, *Aircraft*

Component Historical Record. The maintenance records should also include the date on which the work was accomplished and work authentication.

(e) Current status of applicable ADs and DOD directives (for example, engineering changes, technical orders, or maintenance work orders) including the date and method of compliance; and, if the AD involves recurring action, the time and date when the next action is required.

(2) Airworthiness Determination. After determining the article is eligible to be installed on a type-certificated product, the article must be evaluated to determine whether it is airworthy.

(a) New Dual Use Engines, Propellers, and Articles.

(1) For engines, propellers, and articles to be installed on aircraft with standard airworthiness certificates, each engine, propeller, and article must conform to the approved TC, must have been manufactured under an FAA-approved production system, and must be in a condition for safe operation.

(2) For engines, propellers, and articles to be installed for aircraft with special airworthiness certificates, each engine, propeller, and article must be listed in the FAA-accepted, military-approved maintenance manual or FAA-accepted civil maintenance manual and IPC specified on the TCDS, and must be in a condition for safe operation.

(b) Used Dual Use Engines, Propellers, and Articles.

(1) For engines, propellers, and articles to be installed on aircraft with standard airworthiness certificates, an evaluation should be performed by an FAA engineer or an appropriately authorized DER. When a DER is used, the DER's recommendations or decisions must be substantiated in writing using FAA Form 8110-3, *Statement of Compliance With Airworthiness Standards*, and include supporting documents. Each engine, propeller, and article must conform to the approved TC, have been manufactured under an FAA-approved production system, and be in a condition for safe operation. In addition, the following should be evaluated:

(aa) Operational differences between military and civil versions (for example, possible DOD alteration or repair performed) in performance standards as listed in the TCDS (for example, thrust, shaft horsepower, revolutions per minute (RPM), and ratings), and in specifications, as listed in the TCDS and the maintenance manuals (for example, fuel type, oil, weight).

(bb) Complete historical operational records. This includes extreme operational conditions such as accidents, fires, or exceeding engine operating limits.

(cc) Complete historical maintenance records; for example, alterations and repairs, and complete documentation of work performed by an FAA-approved facility that was properly rated for the work performed and that conformed to the FAA-approved data.

(dd) ICA.

(ee) Emission requirements as stated in the TCDS (engine only).

(ff) Comparison of military time and/or cycle count for accumulated operational time and cycle versus civil (for example, “Did the military use a different method than civil operators to account for accumulated operational time and what are the expended equivalent civil cycles of the articles, taking into account their past operational history and mission profile?”).

(gg) Current manufacturer’s technical data to perform tests or inspections.

(hh) Written results of inspections performed (for example, maintenance record entry; FAA Form 8130-3, *Authorized Release Certificate*; or FAA Form 337 for approval for return to service) and a completed FAA Form 8130-9, *Statement of Conformity*.

(ii) The application of the identifying marking requirements per §§ 45.11 and 45.13, as applicable.

(jj) Engine, propeller, or article overhaul records, including overhaul per civil engine/propeller manuals.

(kk) Verification that the engine, propeller, or article was produced by an FAA production approval holder (PAH).

(2) For engines, propellers, and articles to be installed on aircraft with special airworthiness certificates, an evaluation should be performed by an FAA engineer or an appropriately authorized DER. When a DER is used, the DER’s recommendations or decisions must be substantiated in writing using FAA Form 8110-3, *Statement of Compliance With Airworthiness Standards*, and include supporting documents. Each engine, propeller, and article must be listed in the FAA-accepted, military-approved maintenance manual or FAA-accepted maintenance manual and IPC specified on the TCDS, and be in a condition for safe operation. In addition, the following should be evaluated:

(aa) Complete historical operational records. This includes extreme operational conditions such as accidents, fires, or engine exceeding operating limits.

(bb) Complete historical maintenance records; for example, alterations and repairs, and complete documentation of the work performed.

(cc) ICA.

(dd) Emission requirements as stated in the TCDS (engine only).

(ee) Comparison of military versus civil time and/or cycle count for accumulated operational time and cycle (for example, “Did the military use a different method than civil operators to account for accumulated operational time and what are the expended equivalent civil cycles of the articles, taking into account their past operational history and mission profile?”).

(ff) Current manufacturer’s technical data to perform tests or inspections.

(gg) Written results of inspections performed (for example, maintenance record entry, FAA Form 8130-3, or FAA Form 337, for approval, for return to service) and a completed FAA Form 8130-9, signed by an authorized person.

(hh) The application of the identifying marking requirements per §§ 45.11 and 45.13, as applicable.

(ii) Engine, propeller, or article overhaul records, including overhaul per civil engine/propeller manuals.

(jj) Verification that the engine, propeller, or article was produced by an FAA PAH.

(3) Approval for Installation. Persons authorized under § 43.7 may determine dual use engines, propellers, or articles for installation if the engine, propeller, or article has successfully completed the eligibility screening and airworthiness evaluation. The installer must be able to determine that the use of the engine or propeller, and/or the installation of the article, will leave the aircraft in compliance with pertinent regulations and in a condition for safe operation. The authorized individual completing the eligibility screening and/or airworthiness evaluation must make a maintenance record entry that clearly documents the results of the evaluation. Each maintenance record entry per § 43.9 should include a description of the work performed, the completion date of the work performed, and the name of the person performing the work or authorized to sign.

f. Military Unique Engines, Propellers, and Their Military Unique Articles. Military unique engines, propellers, and articles are FSCAPs that were specifically and uniquely designed and manufactured for the U.S. military for which there originally was no corresponding FAA-approved PAH engine, propeller, or article for civil application.

(1) Eligibility Screening. New or used military unique engines, propellers, and articles may be eligible for installation on surplus U.S. military aircraft type-certificated under § 21.25(a)(2). The eligibility determination is made based on a review of the following pertinent DOD historical records:

(a) Engine, propeller, article ID (article part number and S/N and manufacturer).

(b) Contract or purchase order number under which the engine, propeller, or article was manufactured.

(c) Evidence of engine, propeller, and article status; for example, serviceable or unserviceable, per DD Form 1574-1 or DA Form 2410.

(d) Complete historical records maintained by the military, the manufacturer, and any other prior owner(s), pertaining to inspection, repair, alteration, maintenance, and operation of the engine from the time of acceptance by the military, including, but not limited to, DA Form 2408-5 and DA Form 2408-16. The maintenance records also should include the date that the work was accomplished and work authentication.

(e) Current status of applicable ADs and DOD directives (for example, engineering change, technical order, maintenance work order), including the date and method of compliance; and, if the AD involves recurring action, the time and date when the next action is required.

(2) Airworthiness Determination. After determining that the engine, propeller, or article is eligible to be installed on a surplus military aircraft with special airworthiness certificates, each engine, propeller, or article must be evaluated to determine whether it is airworthy.

(a) New Military Unique Engines, Propellers, and Articles. For new military unique engines, propellers, and their associated articles to be installed on surplus military aircraft with

special airworthiness certificates, each engine, propeller, and article must be listed in the FAA-accepted, military-approved maintenance manual or FAA-accepted civil maintenance manual and IPC specified on the TCDS, and must be in a condition for safe operation.

(b) Used Military Unique Engines, Propellers, and Articles. For used military unique engines, propellers, and articles to be installed on surplus military aircraft with special airworthiness certificates, each engine, propeller, and article must be evaluated by an FAA engineer or an appropriately authorized DER. When a DER is used, the DER's recommendations or decisions must be substantiated in writing using FAA Form 8110-3, and include supporting documents. Each engine, propeller, accessory, and associated article must be listed in the FAA-accepted, military-approved maintenance manual or FAA-accepted civil maintenance manual and the IPC specified on the TCDS, and must be in a condition for safe operation.

(3) Approval for Installation. Persons authorized under § 43.7 may approve military unique engines, propellers, or articles for installation on surplus military aircraft with special airworthiness certificates if they have successfully completed the eligibility screening and airworthiness evaluation. The installer must be able to determine that the use of the engine or propeller, and/or the installation of the article, will leave the product in compliance with the TCDS and in a condition for safe operation. The authorized individual completing the eligibility screening and/or airworthiness evaluation must make a maintenance record entry that clearly documents the results of the evaluation. Each maintenance record entry per § 43.9 should include a description of the work performed, the completion date of the work performed, and the name of the person performing the work or authorized to sign.

Chapter 24. Administrative Information

24-1. Distribution. This Order is distributed to all divisions of the Aircraft Certification Service (AIR) and to the Flight Standards (FS).

24-2. Authority to Change This Order. The issuance, revision, or cancellation of the material in this order is the responsibility of the AIR Policy and Standards Division (AIR-600).

24-3. Deviations. Adherence to the procedures in this order is necessary for uniform administration of this directive material. Any deviations from this guidance material must be approved by AIR-600. If a deviation is necessary, the requesting FAA employee should ensure the deviations are substantiated, documented, and concurred with by the appropriate, local supervisor. The deviation must be submitted to AIR-600 for review and approval. The limits of Federal protection for FAA employees are defined in [Title 28 of the United States Code \(28 USC\) 2679](#).

24-4. Suggestions for Improvements. Please forward all comments on deficiencies, clarifications, or improvements regarding the contents of this order to the AIR Directives Management Officer (DMO) at 9-AWA-AVS-AIR-DMO@faa.gov. Please find FAA Form 1320-19, *Directive Feedback Information*, located in appendix K of this order for such feedback. We welcome your suggestions. If you require an immediate interpretation, please contact AIR-600 at (202) 267-1575; and complete FAA Form 1320-19 as a follow-up to the conversation.

24-5. Records Management. Refer to current versions of FAA Order 0000.1, *FAA Standard Subject Classification System*; FAA Order 1350.14, *Records Management*; or your office Records Management Officer/Directives Management Officer for guidance regarding retention or disposition of records.

Appendix A. Completing and Reviewing FAA Forms

Section 1. General Procedures.

A-1. General.

a. This appendix provides instructions for completing and reviewing certain forms under this order.

b. Information entered on these documents by the FAA under this order should be accomplished in AWC, electronically on a PDF form provided by the FAA, or, when using paper, typewritten when possible. The FAA does not accept paper forms filled out in pencil, with erasure marks, or with correction fluid, or with correction tape used. Application forms may be corrected by the applicant or the FAA, provided the person making the changes initials beside the correction. Following the export of an aircraft, strikeovers are permitted to correct errors on records.

c. When the reverse side of the certificate is used, the statement “See Reverse Side” must be typed on the face of the certificate and the word “-END-” must be typed in the center of the page below the last line of information of the reverse side. This is not applicable to certificates generated with AWC.

d. The signature of the FAA on any original FAA certificate or FAA form prescribed for use by this order, must be made digitally or in permanent blue or black ink. Digital signatures must be generated from an FAA administered information technology application such as AWC, or electronic form (PDF) provided by the FAA. Use of electronic signature by non-personal identification verification card (PIV) holders is authorized as prescribed by the FAA Chief Information Officer in of FAA Order 1370.121, *FAA Information Security and Privacy Program & Policy*. AWC provides for electronic signatures for non-PIV card holders, i.e., an applicant or designee.

e. Dates on certificates should be in DD MMM YYYY or DD Mmm YYYY format; for example, “25 DEC 2016” or “25 Dec 2016.”

f. When copies are required under this order and obtaining a copy is impractical, you may issue a certificate or form in duplicate instead; in such cases, annotate the signed, duplicate certificate with the word, “Duplicate.”

g. ASIs, designees and ODAs must use AWC to complete all applicable electronic forms or upload paper forms in the application and encourage applicants to do the same. Applicants are not required to use AWC. Follow procedures in paragraph 2-3.a(4) for AWC application or system outages. When using AWC, the term “Attach when required” means scan, copy and/or upload into AWC.

Section 2. Application for U.S. Airworthiness Certificate.

A-2. Completion of FAA Form 8130-6, Application for U.S. Airworthiness Certificate.

FAA Form 8130-6 is required for the issuance of an original or recurrent airworthiness certificate. This form is also used to amend or modify, per § 21.177, an airworthiness certificate using the instructions in paragraph 2-4 of this order. It is not used for replacement certificates. Advisory Circular 21-12 provides instructions to applicants for completion of FAA Form 8130-6 using AWC or the paper form. When the airworthiness certificate, or denial, of the requested certificate is issued, the FAA completes sections V and VIII of FAA Form 8130-6 as follows:

a. Section V. FAA Representative Certification. This section must be completed by the ASI or designee/ODA unit member who inspects the aircraft and issues the certificate or denial. Check all applicable blocks in items A and B.

(1) **FAA Office.** An ASI must enter the appropriate CM section or the responsible FS office designation (that is, the current CM section/ FS office or branch identifier). Designees must enter the designation of the CM section or the responsible FS office geographically responsible for overseeing their activities.

(2) **FAA Inspector's Signature or designee/ODA unit member Signature and Number.** The FAA inspector, designee, or unit member of a manufacturer's Organization Designation Authorization (ODA) who issued the certificate must sign here. For an ODA, enter "ODA" followed by the ODA number. The designated manufacturing inspection representative (DMIR), designated airworthiness representative (DAR), or ODA unit member signature must be signed with the typed or printed name. The ASI's name must be typed or printed with the signature; the typed names and signatures must be legible and must not obstruct preprinted information on FAA Form 8130-6.

(3) **ASI's Certification File Review Signature.** Review the certification file per appendix B to this order. A completed certification file review is indicated by the signature of the reviewing ASI above or adjacent to the typed or printed name in this block. This review is required and may not be performed by the ASI that issued the certificate. For special flight permits, the file review required by this paragraph may be performed by the inspector who issued the certificate.

b. Section VIII. Airworthiness Documentation. This section must be completed by the ASI or designee who inspects the aircraft and issues the airworthiness certificate or denial. However, this section is not applicable when a special flight permit is being issued.

(1) **Item A. Operating Limitations and Markings in Compliance With [§ 91.9](#),** as applicable. This block applies to all aircraft covered by this section. The FAA should check this block when an FAA-approved AFM, listing of operation limitation, placards, etc., as applicable to the category of certificate requested, are in the aircraft per [§ 91.9](#).

- (2) Item B. Current Operating Limitations Attached. Check this block when operating limitations have been issued and a copy is attached for retention in the permanent record. This only applies to issuance of a special airworthiness certificate.
- (3) Items C and D. Self-explanatory. Check all blocks that are applicable.
- (4) Item E. Check this box and attach FAA Form 337 if the approved alteration changes the aircraft category, model, or compliance with Annex 8 of the ICAO Convention. Do not include referenced data forming the basis for approval of the repair or alteration.
- (5) Item F. This Inspection Recorded in Aircraft Records. Check this block after making the maintenance record entry required under paragraph 2-3.h(3) or 18-6.b(4) of this order.
- (6) Item G. *Statement of Conformity*, FAA Form 8130-9 (Attach when required). Check this block to indicate FAA Form 8130-9 is attached when required.
- (7) Item H. Foreign Airworthiness Certification for Import Aircraft (Attach when required). Check this block to indicate that certification of another country is required for the certification action and that a copy is attached for retention in the aircraft's permanent record.
- (8) Item I. Conformity Inspection Record FAA Form 8100-1. Check this block to indicate that a completed FAA Form 8100-1 is attached for retention in the aircraft's permanent record.
- (9) Item J. Current Airworthiness Certificate Issuance in Accordance With 14 CFR. Check the box and enter the applicable paragraph from Part 21, subpart H. For an amendment, enter § 21.177.
- (10) Item K. Current Airworthiness Certificate Issuance via this Application in Accordance With 14 CFR. Check this box and enter the applicable section from [Part 21, subpart H](#). For an amendment, enter § 21.177.
- (11) Item L. *Light-Sport Category Aircraft/Kit Statement of Compliance*, FAA Form 8130-15 (Attach when required). Check this block to indicate that a completed applicable copy of the manufacturer's SOC, FAA Form 8130-15, is attached for retention in the aircraft's permanent record.
- (12) Item M. Reserved.
- (13) Item N. Denial Letter. Check this box that a copy of an issued denial letter is attached for retention in the aircraft's permanent record.
- (14) Item O. Certification file forwarded to registry DOES NOT contain information that is proprietary, confidential, company-sensitive, subject to International Traffic in Arms Regulations (ITAR) (22 CFR, subchapter M), subject to Export Administration Regulations (EAR) (15 CFR Part 734), or otherwise restricted from public or foreign disclosure. Check this box affirming the aforementioned.

Section 3. Standard Airworthiness Certificate.

A-3. Completion of FAA Form 8100-2, Standard Airworthiness Certificate. Figure A-1 of this appendix is an example of a completed standard airworthiness certificate. Complete FAA Form 8100-2 as follows:

a. Nationality and Registration Marks. Enter the capital letter “N” followed by the registration number assigned to the aircraft. For antique or replica aircraft displaying marks as provided for under § 45.22(b), do not include the additional symbols allowed for marking the aircraft in this block.

b. Manufacturer and Model. This information must exactly match the information on the aircraft ID plate. For surplus military aircraft, enter the military model in parentheses after the civil model designation.

Note: Section 45.13 uses the term “builder.”

c. Aircraft Serial Number. Self-explanatory. For surplus military aircraft, enter the military S/N in parentheses after the civil S/N.

d. Category. Enter the appropriate category or categories, as applicable, from the application. If there is no category, as in the case of aircraft certificated before adoption of the regulations that established categories, enter the aircraft specification, or TCDS, as applicable. For example, “CAR 4a” for a Bellanca 14-13; “ATC 614” for an Aeronca LC; and “Aero Bulletin 7A” for a Douglas DC3. For very light aircraft (VLA) type-certificated under § 21.17(b), enter, “VLA-Special Class.” For an import VLA, enter, “VLA-Import.”

e. Authority and Basis for Issuance. Block 5 of a standard airworthiness certificate includes pre-printed statements of airworthiness and of compliance with ICAO Annex 8. It also includes introductory text for recording exceptions to the statement of compliance with ICAO Annex 8. Although unusual, such an exception occurs when an applicable FAA exemption does not comply with ICAO Annex 8. Review the applicable aircraft TCDS to identify applicable exemptions by make, model, and S/N. Review each exemption to determine if it contains language indicating a noncompliance with Annex 8 of the ICAO Convention or limiting the aircraft to domestic operations only. You may find FAA exemptions granted to date in [DRS](#). If an exemption indicates noncompliance with Annex 8 or limits the aircraft to domestic operations only, add the following statement to block 5 of the standard airworthiness certificate: “This aircraft is limited to domestic operations only because exemption [*number/numbers*] [*insert exemption number(s)*] [*does/do*] not meet Annex 8 of the ICAO Convention.” Otherwise, enter “None.”

f. Date of Issuance.

(1) Prefix. When a certificate is being amended, exchanged, or replaced, insert the letter “A” or “E” or “R,” respectively, before the date.

(2) **Date.** For a replacement or exchanged certificate, enter the date of the original certificate. Otherwise, enter the date the certificate is issued.

g. FAA Representative. The typed name and signature of the FAA representative issuing the certificate must be legible. The PDF version of the form includes two fields in the FAA representative block, one for a digital signature and the other for entering the name of the person signing the form; use only one of those fields.

h. Designation Number. Depending on who issues the certificate, enter the following applicable information:

(1) **ASI.** The office identifier can be the current CM section, FSDO or branch identifier.

(2) **DMIR or DAR.** The unique designee identification number.

(3) **ODA.** The letters "ODA" followed by the ODA number.

i. Printing a Certificate. The preferred method of certificate delivery is through AWC. When printing a certificate using the PDF version of the form, set the page scaling to none, or actual size. The printed form should be approximately 5½" by 3-3/8". Use white 8½" by 11" paper (if the applicant wishes, they may trim the document to size) or appropriate size card stock. You should use a heavy weight paper or cardstock. The forms will print in grayscale; using a color printer is not required. Laser print may be subject to displacement. Encourage applicants to protect the document by lamination or other document protection processes.

Figure A-1. Sample FAA Form 8100-2, Standard Airworthiness Certificate

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1 NATIONALITY AND REGISTRATION MARKS N54321	2 MANUFACTURER AND MODEL Cirrus Design Corporation SR20	3 AIRCRAFT SERIAL NUMBER 9676	4 <u>CATEGORY</u> Normal
5 AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, this aircraft has been inspected and found to conform to its type certificate and be in a condition for safe operation. This aircraft meets the requirements of the applicable airworthiness standards in Annex 8 to the Convention on International Civil Aviation, except as follows: None.			
6 TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective <u>as long as</u> maintenance, preventative maintenance, and alterations are performed per the applicable Federal Aviation Regulations and the aircraft is registered in the United States.			
DATE OF ISSUANCE 19 Aug 2023	FAA REPRESENTATIVE James Edward Newberger		DESIGNATION NUMBER AIR-6XX
Any alteration, misuse, or reproduction of this certificate for a fraudulent purpose may be punishable by certificate revocation, fine, and / or imprisonment. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (11-2016) Previous Edition Dated 04-11 May be Used Until Depleted			

Section 4. Special Airworthiness Certificate

A-4. Completion of FAA Form 8130-7, Special Airworthiness Certificate. Figures A-2 through A-6 are examples of completed special airworthiness certificates. Complete FAA Form 8130-7 as follows:

a. Category/Designation. Enter the appropriate category/designation from the application: restricted, limited, primary, light-sport, experimental, provisional, or special flight permit. When issuing an experimental airworthiness certificate for a kit-built or former light-sport category aircraft, enter “Experimental,” not “Light-sport.”

b. Purpose. Enter the operating purpose for which the certificate is being issued, as shown by the blocks checked by the applicant under section II, block B, on FAA Form 8130-6.

(1) Limited or Primary. For a limited or primary category airworthiness certificate, enter “Not Applicable (N/A).”

(2) Experimental. You may abbreviate experimental purposes as follows: “R&D” for research and development and “Show Compliance” for showing compliance with regulations.

(3) Restricted. For a restricted category airworthiness certificate, enter the use(s) and the special purpose operation(s). For example, Agricultural: spraying, dusting, insect control. Due to limited space in the Purpose box, two or more restricted category uses may be abbreviated as necessary. If all approved special purpose operations do not fit in the Purpose box, enter the approved uses only. In this case, the applicable special purpose operation(s) must be identified by listing them in the operating limitations. This action does not necessitate the use of the coordination mailbox in Appendix D.

c. Manufacturer. Enter the name and address of the manufacturer only if the application is for an SFP for the purpose(s) of production flight testing and/or customer demonstration. In all other cases, enter “N/A” in both spaces under this section. For surplus military aircraft, enter the builders' name and model designation; if not available, enter the military model designation.

d. Flight From/To.

(1) For an SFP for purposes other than production flight testing, the flight “From” and flight “To” spaces must be the same as that shown on FAA Form 8130-6, section VII, item B.

(2) For an SFP production flight testing or multiple purpose of production flight testing and customer demonstration, enter “N/A” in both spaces.

(3) Otherwise, enter “N/A” in both spaces.

e. N-Number, Serial No., Builder, and Model.

(1) Production Flight Testing.

(a) Not LSA. For an aircraft that is not LSA and for the purpose production flight testing or for multiple purpose of production flight testing and customer demonstration, enter “N/A” in all spaces.

(b) LSA. For production flight testing of light-sport category aircraft, enter the registration number, aircraft S/N, aircraft model, and builder. For transferable SFP’s, enter “N/A” in all spaces.

(2) All Others. For all other categories and purposes, information to complete this section would be contained in section I or VII of the application for airworthiness certificate. For surplus military aircraft, enter the builder’s S/N and if applicable, the military S/N in parenthesis.

(3) For antique or replica aircraft displaying marks as provided for under § 45.22(b), do not include the additional symbols allowed for marking the aircraft in the aircraft registration number on the airworthiness certificate.

f. Date of Issuance.

(1) Prefix. When a certificate is being amended, exchanged, or replaced, insert the letter “A” or “E” or “R,” respectively, before the date.

(2) Date. For a replacement or exchanged certificate, enter the date of the original certificate. Replacing an airworthiness certificate for an N-number change is an administrative function and does not require a finding of airworthiness; therefore, the original certificate date is entered. Amended certificates. Enter the date the certificate is issued.

g. Expiry. Enter the date of expiry or “unlimited,” as applicable.

(1) Enter the date of expiry for an SFP. For transferable SFPs, a special flight permit is effective for the period of time specified in the permit .

(2) An experimental airworthiness certificate for R&D, showing compliance with regulations, crew training, or market surveys is effective for three years after the date of issue or renewal, unless a shorter period is deemed necessary.

(3) The duration of an experimental airworthiness certificate issued for exhibition, air-racing, operating amateur-built aircraft, operating primary kit-built aircraft, operating light-sport aircraft, operating light-sport category kit-built aircraft, operating former light-sport category aircraft is unlimited, unless the FAA establishes a specific period for good cause.

(4) For a provisional certificate, the entry should be per [§ 21.217](#).

h. Signature of FAA Representative: Designation or Office No. Complete this block for all categories and purposes per paragraphs A-3.g and A-3.h of this appendix.

i. Conditions and Limitations. Draft the operating limitations per appendix D of this order. When using AWC, operating limitations will print out with the completed certificate. When using the paper government publishing office (GPO) pad version of FAA Form 8130-7, attach the completed operating limitations to the completed certificate. When using the PDF version of FAA Form 8130-7, add the applicable operating limitations from Table D-1 into the Conditions and Limitations section of FAA Form 8130-7.

j. Printing a Certificate. Except for the size of the printed form, refer to paragraph A-3.i for instructions for printing a certificate using the PDF version of the form. When the printed certificate from AWC spans multiple pages, the registration number, S/N, and date are populated at the top of each page. When the printed certificate from PDF version spans multiple pages, the registration number and date are populated at the bottom of each page. Attach the pages together.

k. Advising the Applicant. Refer to paragraph Section A-3. h of this appendix for instructions for printing a certificate using the PDF version of the form. Advise the applicant that it is acceptable to duplicate and trim the first page for displaying the certificate per § 91.203.

Figure A-2. Sample FAA Form 8130-7, Special Airworthiness Certificate for Restricted Category Aircraft

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE		
CATEGORY/DESIGNATION Restricted		
PURPOSE Agriculture; Patrolling		
MANUFACTURER	NAME N/A	
	ADDRESS N/A	
FLIGHT	FROM N/A	
	TO N/A	
N 54321	MODEL S2R-H80	SERIAL NO. H80-000
MFG/BUILDER Thrush Aircraft Inc.		DATE OF ISSUANCE 4/28/25
Unless sooner surrendered, suspended, revoked, or the termination date of <u>unlimited</u> , this airworthiness certificate is effective under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.		
SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO. AFS-8XX
<small>This airworthiness certificate is issued under the authority of Title 49 United States Code 44704 and Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by certificate revocation, fine, and / or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.</small>		

-- Conditions and Limitations --

In addition to the Restricted use(s) listed in the Purpose box, this special airworthiness certificate is issued for the following Restricted category use(s) and special purpose operation(s):

Agricultural: 1) Spraying, dusting, and seeding; 2) Insect control.
Patrolling: 1) Pipelines; 2) Power lines; 3) Railroads; 4) Harbors.

- END -

Figure A-3. Sample FAA Form 8130-7, Special Airworthiness Certificate for Research and Development

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
CATEGORY/DESIGNATION Experimental			
PURPOSE Research and development			
MANU-FACTURER	NAME N/A		
	ADDRESS N/A		
FLIGHT	FROM N/A		
	TO N/A		
N 54321	MODEL F-104A	SERIAL NO. 65-730	
BUILDER Lockheed		DATE OF ISSUANCE 4/25/25	
Unless sooner surrendered, suspended, revoked, or the termination date of <u>4/24/2028</u> , this airworthiness certificate is effective under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.			
SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.	
		AIR-8XX	
<small>This airworthiness certificate is issued under the authority of Title 49 United States Code 44704 and Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by certificate revocation, fine, and / or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.</small>			

Figure A-4. Sample FAA Form 8130-7, Special Flight Permit for Production Flight Test and Customer Demonstration

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
CATEGORY/DESIGNATION Special Flight Permit			
PURPOSE Production flight test			
MANU-FACTURER	NAME The Boeing Company		
	ADDRESS 1901 Oakesdale Ave SW, Renton, WA 98057-2623		
FLIGHT	FROM N/A		
	TO N/A		
N N/A	MODEL N/A	SERIAL NO. N/A	
BUILDER N/A		DATE OF ISSUANCE 4/25/25	
Unless sooner surrendered, suspended, revoked, or the termination date of <u>4/24/2028</u> , this airworthiness certificate is effective under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.			
SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.	
		AIR-8XX	
<small>This airworthiness certificate is issued under the authority of Title 49 United States Code 44704 and Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by certificate revocation, fine, and / or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.</small>			

Figure A-5. Sample FAA Form 8130-7, Special Airworthiness Certificate for Light-Sport Category Aircraft Certificated Under § 21.190

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
CATEGORY/DESIGNATION		Light-Sport	
PURPOSE		Airplane	
MANU-FACTURER	NAME	N/A	
	ADDRESS	N/A	
FLIGHT	FROM	N/A	
	TO	N/A	
N 54321	MODEL	CTSW	SERIAL NO. 9876
MFG/BUILDER Flight Design GmbH		DATE OF ISSUANCE 3/26/25	
Unless sooner surrendered, suspended, revoked, or the termination date of <u>unlimited</u> , this airworthiness certificate is effective under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.			
SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO. AIR-8XX	
This airworthiness certificate is issued under the authority of Title 49 United States Code 44704 and Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by certificate revocation, fine, and / or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.			

Figure A-6. Sample FAA Form 8130-7, Special Airworthiness Certificate for Experimental LSA Certificated Under § 21.191(k) and (l)

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE	
CATEGORY/DESIGNATION Experimental	
PURPOSE Operating Light-Sport Aircraft	
MANU-FACTURER	NAME N/A
	ADDRESS N/A
FLIGHT	FROM N/A
	TO N/A
N 54321	MODEL Pegasus SERIAL NO. 999
MFG/BUILDER Powrachute	DATE OF ISSUANCE 3/26/25
Unless sooner surrendered, suspended, revoked, or the termination date of <u>unlimited</u> , this airworthiness certificate is effective under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.	
SIGNATURE OF FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO. AIR-8XX
This airworthiness certificate is issued under the authority of Title 49 United States Code 44704 and Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by certificate revocation, fine, and /or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.	

Section 5. Light-Sport Aircraft Statement of Compliance.

A-5. Reviewing FAA Form 8130-15, Light-Sport Aircraft Statement of Compliance. This form is used for manufactured LSA including kit LSA. All information provided below, including the block-by-block instructions, apply to all LSA, unless otherwise indicated.

a. General Principles. In reviewing the aircraft manufacturer's *Light-Sport Aircraft Statement of Compliance*, be mindful of the accuracy and completeness of the form per § 21.190(c). Verify that any changes or additions to the information on the form were made by the person authorized by the manufacturer in their quality assurance system.

(1) Verify the manufacturer used the correct form. Check the lower left-hand corner of FAA Form 8130-15 for the correct number and revision.

(2) Examine the contents of blocks 1 through 10. Verify the information is correct and appropriate for the aircraft identified by the application, registration, the required documentation, and the physical inspection of the aircraft and the aircraft's ID plate.

(3) Foreign State of Manufacture. If the SOM is not the United States (block 3)—

(a) Verify that the aircraft was manufactured in a country with which the United States has a [bilateral agreement](#) concerning airplanes. The scope of that bilateral agreement must include the acceptance of new, type-certificated airplanes from the LSA SOM. A bilateral agreement whose scope is limited to acceptance of used aircraft from the prospective LSA SOM is insufficient in meeting this requirement.

(b) If there are questions regarding the SOM, contact the FAA registry with reference to Aeronautical Center Form 8050-88A.

(c) The SOM and data must match Aeronautical Center Form 8050-88A and FAA Form 8130-15. If the SOM does not match or does not have a bilateral agreement with a scope that includes airplanes, then the aircraft cannot be certificated in LSA.

(d) Verify the manufacturer made a statement in the aircraft documentation that the aircraft would have been eligible for an airworthiness certificate, flight authorization, or other similar certification, had it remained in the manufacturer's country.

(4) Verify that the identified consensus standards and user manual information (standard number, revision number, and title) are correct and for the proper aircraft. Manufacturers must use [current FAA-accepted consensus standards](#). However, manufacturers may use the previously accepted consensus standard until the [notice of availability](#) (NOA) "may not be used" date. Compare the date of manufacture located in block 4 of FAA Form 8130-15 with the consensus standards listed in the odd numbered blocks between 11 and 29.

Note: FAA employees may view electronic copies of the [consensus standards](#) through the FAA internal SharePoint. To navigate to the ASTM International (ASTM) consensus standards, go to the Related Info drop down menu, Other Sites, subcategory Advisory Publications, ASTM, ASTM Custom Portal, then search by consensus standard number, and open the appropriate standard.

(5) Examine the contents of FAA Form 8130-15 contained in the Certification block. This section of the form (affidavit) contains certifying statements and the name(s) with title(s), and signature(s) of those who attest to the construction, testing, quality assurance system, design, condition for safe operation, and FAA access to the manufacturer's facility. Verify the S/N entered in block 5 and in the certification statement is the same and the S/N of the aircraft's ID plate and the registration match. Check to ensure that at a minimum, the certification statements are worded correctly and fully contained in this portion of the form.

(6) Examine the signature blocks of FAA Form 8130-15. Verify the name, signature, title, and date areas are filled in (a minimum of one name is required). The person signing the form must be designated in the manufacturer's quality assurance system. If the process documentation does not specifically identify the person authorized to sign FAA Form 8130-15, the form cannot be accepted for certification. FAA Form 8130-15 cannot be accepted if it is signed by a person not authorized in the manufacturer's quality assurance system.

b. Blocks 1 through 10, Aircraft Identification. These blocks must contain the aircraft information as shown on the aircraft ID plate, and the aircraft or kit documentation and records. All data must be consistent throughout and match the accompanying aircraft.

- (1) Block 1, Manufacturer Name. (Official legal name.)
- (2) Block 2, Manufacturer Address. (Physical location.)

(3) Block 3, Country of Manufacture. If located outside the United States, the country must have a BAA concerning airplanes or Bilateral Aviation Safety Agreement (BASA) with associated IPA concerning airplanes, or an equivalent airworthiness agreement, with the United States.

(4) Block 4, Date of Aircraft or Aircraft Kit Manufacture. (Formatted "mm/dd/yyyy"). For ELSA kits, the date of manufacture is the date the light-sport kit was completed by the manufacturer.

- (5) Block 5, Aircraft Serial Number.
- (6) Block 6, Aircraft Make.
- (7) Block 7, Aircraft Model.
- (8) Block 8, Maximum Takeoff Weight. (Specify in pounds or kilograms.)

(9) 1,320 pounds (600 kilograms) for an aircraft not intended for operation on water; or 1,430 pounds (650 kilograms) for an aircraft intended for operation on water.

(10) Block 9, V_H . Indicate the maximum airspeed in level flight with maximum continuous power under standard atmospheric conditions at sea level. V_H cannot be more than 120 knots calibrated airspeed (KCAS).

(11) Block 10, V_{S1} . Indicate the maximum stalling speed or minimum steady flight speed without the use of lift-enhancing devices at the aircraft's maximum certificated takeoff weight and most critical center of gravity. V_{S1} cannot be more than 45 knots calibrated airspeed (KCAS).

Note 1: This section also contains boxes that must be completed for class and type of LSA as manufactured.

Note 2: Check all applicable items. Checking the box for "First of Make/Model" indicates that this make/model combination has not previously been issued a special LSA airworthiness certificate. Do not check this box for ELSA kits.

c. Blocks 11 through 30, Standards and Documentation.

(1) FAA Applicable Accepted Standard(s). Each standard identified should contain the standard source, standard number, and standard revision, for example, "ASTM Standard F2245-20, F2339-19a." The title or a description of the consensus standard may also be included. Identify all appropriate standards in each block for which compliance has been validated. More than one consensus standard may apply, and some consensus standards can cover more than one topic and may be listed more than once.

Note 1: The standard revision identified must be the current FAA-accepted revision at the time of the date of manufacture identified in Block 4. For historical and [current FAA-accepted consensus standards](#) with effective dates, refer to the related FAA [NOA](#).

Note 2: CAUTION: All the consensus standards referred to in this appendix are examples only and not necessarily the latest revision accepted by the FAA. Always refer to the FAA-Accepted ASTM Consensus Standards document listing when reviewing the *Light-Sport Aircraft Statement of Compliance*.

(a) Block 11, Design and Performance. The FAA-accepted consensus standard for the design and performance of the aircraft/kit should be listed in this block. For example, the entry would be "ASTM F2317/F2317M-16a (design and performance for a weight-shift control (WSC) aircraft/kit." Include in this block any other applicable standard(s) referenced in the design and performance standard and any applicable or optional standard(s) not identified elsewhere on this form. While the applicable engine standard may be referenced in the design and performance standard, Block 25 is specifically provided for entry of the applicable engine standard, and it should not be included in this block. A description of the standard(s) listed in the block also may be included. For example:

1 If the propeller requires a standard, the entry would be “ASTM Standard F2506-13 (propeller).” Other propeller standards may also be used as indicated in the applicable design and performance standard (e.g., 14 CFR Part 35, CS-P, or CS-22 subpart J).

2 If an airframe emergency parachute is installed, the entry would be “ASTM Standard F2316-12 (airframe emergency parachute).”

3 If declaring compliance with audit requirements, the entry would be “ASTM Standard F2839-11 (compliance audits).”

4 For a powered parachute, include “ASTM Standard F2426-13 (wing interface)” in this block.

5 For a weight-shift control, include “ASTM F3199-16a (wing interface)” in this block.

6 Include the appropriate standard for “Required Product Information.” For example, for an airplane the entry would be “ASTM F2745-15 (required product information).”

(b) Block 13, Required Equipment. The FAA-accepted consensus standard for required equipment should be listed in this block. For example, the entry would be “ASTM Standard F2317/F2317M-16(required equipment) for a weight-shift control (WSC) aircraft/kit.” The applicable design and performance standard will be used for required equipment.

Note: For this form, “required equipment” means all the installed equipment at the time of original manufacture, including the minimum instrumentation and equipment identified in the applicable design and performance standard, and including the installed engine and propeller (i.e., the aircraft’s equipment list). The aircraft’s equipment list should include the following information applicable to each item: description of item, make, model, part number, serial number, weight, arm, and moment. The aircraft’s equipment list should provide for a means to track equipment configuration changes after original airworthiness certification, including a means for indicating the new “calculated” CG of the aircraft with each change. Accounting for equipment configuration changes is essential to maintaining the accuracy of the aircraft’s weight and balance or weight and loading data. (Ref. FAA-H-8083-1B Weight and Balance Handbook for information on a manufacturer’s equipment list and LSA weight and balance control.)

(c) Block 15, Quality Assurance. The FAA-accepted consensus standard for quality assurance should be listed in this block. The entry would be “ASTM Standard F2972-15 Light Sport Aircraft Manufacturer Quality Assurance System.” Prior to this revision each class of aircraft had a unique quality assurance standard.

(d) Block 17, Production Acceptance Tests. The FAA-accepted consensus standard for production acceptance tests for any class of special LSA should be listed in this

block. For example, the entry would be “ASTM Standard F3035-13 (production acceptance) for a WSC aircraft.”

Note 1: For any class of ELSA kit, enter “N/A” in this block.

Note 2: ELSA kit manufacturers are not required to meet a production acceptance test procedure for the kit. Instead, the ELSA kit manufacturer must make a statement of compliance with the applicable consensus standard identifying assembly instructions for the aircraft that include flight test and production acceptance procedures. (Refer to block 23 of this form.)

(e) Block 19, Maintenance & Inspection Procedures. The standard identified in this block includes requirements for identification and recording of major repairs and major alterations. The FAA-accepted consensus standard for maintenance and inspection procedures including identification and recording of major repairs and major alterations should be listed in this block. For example, the entry would be “ASTM Standard F2483-05 (maintenance and major repairs and alterations) for any class of special LSA or any class of experimental LSA kit.”

(f) Block 21, Continued Airworthiness (Also referred to as continued operational safety (COS)). The FAA-accepted consensus standard for continued airworthiness should be listed in this block. For example, the entry would be “ASTM Standard F3198-18 (continued airworthiness) for a weight-shift control (WSC) aircraft/kit.”

Note: Aircraft assembled from ELSA kits are not required to be maintained in compliance with the manufacturer’s continued airworthiness system; however, ELSA kit manufacturers are still required to comply with the requirements of the consensus standard for a continued airworthiness system.

(g) Block 23, Manufacturer’s Assembly Instructions (Experimental LSA Kits Only). The FAA-accepted consensus standard for manufacturer’s assembly instructions should be listed in this block. For example, the entry would be “ASTM Standard F2563-16 (kit assembly instructions) for any class of experimental LSA kit.”

Note: For any class of special LSA, enter “N/A” in this block.

(h) Block 25, Powerplant or Motor System. The FAA-accepted consensus standard for powerplant or motor system should be listed in this block (if applicable). For example, the entry would be “ASTM Standard F2339-19a (engine) for a reciprocating spark ignition engine installation on any class of special LSA or any class of experimental LSA kit.” Other engine standards may also be used as indicated in the applicable design and performance standard (e.g., F2538, 14 CFR Part 33, CS-E, or CS-22 subpart H).

Note: For aircraft that do not require an engine installation or where an engine standard is not required by the applicable design and performance standard, enter “N/A” in this block.

(i) Block 27, Flight Training Supplement. The FAA-accepted consensus standard for the flight training supplement should be listed in this block. For example, the entry would be “ASTM Standard F2457-05 (flight training supplement) for a weight-shift control (WSC) aircraft/kit.”

(j) Block 29, Pilot’s Operating Handbook/Aircraft Operating Instructions. The FAA-accepted consensus standard for the POH/AOI should be listed in this block. For example, the entry would be “ASTM Standard F2457-05 (pilots operating handbook) for a weight-shift control (WSC) aircraft/kit.”

Note: For airplanes, enter the appropriate revision of ASTM F2746 or GAMA Specification No. 1, if the POH conforms to the guidelines for format and content of GAMA Spec. No. 1. (Ref. ASTM F2245)

(2) Manufacturer’s Documentation. Each block should contain the specific manufacturer’s document by title or company identifier with the revision and issue date that meets the corresponding identified consensus standard.

Note: A manufacturer may choose to develop a top-level compliance report, such as a “Master Compliance Report,” that is an “entry point” or “table of contents” type document for all the associated compliance documents. In this case, it is acceptable for the manufacturer to enter the same “Master Compliance Report” information for each of the applicable blocks on this form.

(a) Block 12, Design and Performance. The manufacturer’s documentation for the design and performance of the aircraft should be listed in this block. For example, the entry would be “EW Design package 01082019-1, N/C, 02/14/2020.”

Note 1: For design and performance, the manufacturer’s documentation may be a master compliance report or similar document for the aircraft that validates the design and performance of the aircraft is in compliance with the applicable consensus standard.

Note 2: For F2506: the manufacturer’s documentation may also include the propeller manufacturer’s statement of compliance. In this case, provide information from the statement of compliance that indicates compliance of the installed propeller to the applicable standard (e.g., manufacturer’s name, standard number, unit serial number and date of document). For type certificated propellers under Part 35, CS-P, or CS-22 subpart J, include the applicable type certificate data sheet (TCDS) number, revision, and date.

(b) Block 14, Required Equipment Listing. The manufacturer’s documentation for the required equipment listing of the aircraft should be listed in this block. For example, the entry would be Terradon Plus Listing-C2. 03/17/2020.”

Note 1: The applicable consensus standard for maintenance manuals requires inclusion of the aircraft's equipment list in the maintenance manual.

Note 2: For the purpose of this form, "required equipment" means all the installed equipment at the time of original manufacture, including the minimum instrumentation and equipment identified in the applicable design and performance standard, and including the installed engine and propeller (i.e., the aircraft's equipment list). The aircraft's equipment list should include the following information applicable to each item: description of item, make, model, part number, serial number, weight, arm, and moment. The aircraft's equipment list should provide for a means to track equipment configuration changes after original airworthiness certification, including a means for indicating the new "calculated" CG of the aircraft with each change. Accounting for equipment configuration changes is essential to maintaining the accuracy of the aircraft's weight and balance or weight and loading data. (Ref. FAA-H-8083-1B Weight and Balance Handbook for information on a manufacturer's equipment list and LSA weight and balance control.)

(c) Block 16, Manufacturer's Quality Assurance System. The manufacturer's documentation for the quality assurance system of the aircraft should be listed in this block. For example, the entry would be "Express Works QA manual, Rev H, 04/01/2020."

(d) Block 18, Manufacturer's Production Acceptance Tests. The manufacturer's documentation for the production acceptance tests of any class of special LSA should be listed in this block. For example, the entry would be "Express Works PAT.001, N/C, 05/05/2020."

Note 1: For any class of ELSA kit, enter "N/A" in this block.

Note 2: ELSA kit manufacturers are not required to meet a production acceptance test procedure for the kit. Instead, the ELSA kit manufacturer must provide assembly instructions for the aircraft that include flight test and production acceptance procedures (Refer to block 24 of this form.)

Note 3: The manufacturer's documentation may include the aircraft production final inspection record(s), ground and flight test report(s), or a master compliance process document(s) used to validate compliance with the applicable consensus standard.

(e) Block 20, Aircraft Maintenance and Inspection Procedures. The standard identified in this block includes requirements for identification and recording of major repairs and major alterations. The manufacturer's documentation for the aircraft maintenance and inspection procedures including identification and recording of major repairs and major alterations should be listed in this block. For example, the entry would be "Terradon Plus Maintenance Manual, Rev 10, 06/14/2020."

(f) Block 22, Manufacturer's Continued Airworthiness System (Also referred to as continued operational safety (COS)). The manufacturer's documentation for the manufacturer's continued airworthiness system of the aircraft should be listed in this block. For

example, the entry would be “Terradon Plus QA Manual Continued Airworthiness System, Rev 10, 06/14/2030.”

Note: Aircraft assembled from ELSA kits are not required to be maintained in compliance with the manufacturer’s continued airworthiness system; however, ELSA kit manufacturers are still required to provide a continued airworthiness system for these aircraft.

(g) Block 24, Manufacturer’s Assembly Instructions (ELSA Kits only). The manufacturer’s documentation for the assembly instructions of the aircraft should be listed in this block. For example, the entry would be “Terradon Plus Assembly and Test Procedures, 07/04/2020, Terradon Plus Break-in & Inspection Checklist, 07/04/2020.”

Note: For any class of special LSA, enter “N/A” in this block.

(h) Block 26, Powerplant or Motor System. The manufacturer’s documentation for the powerplant or motor system of the aircraft should be listed in this block if applicable. For example, the entry would be “EW Design package 01082019-1, N/C, 02/14/2020, EW Manufacturing PCS.02, Rev C, 09/05/2020.”

Note 1: For F2339 or F2538: the manufacturer’s documentation may be the engine manufacturer’s statement of compliance. In this case, provide information from the statement of compliance that indicates compliance of the installed engine to the applicable standard (e.g., manufacturer’s name, standard number, unit serial number and date of document). For type certificated engines under Part 33, CS-E, or CS-22 subpart H, include the applicable type certificate data sheet (TCDS) number, revision, and date.

Note 2: For aircraft that do not require an engine installation or where an engine standard is not required by the applicable design and performance standard, enter “N/A” in this block.

(i) Block 28, Aircraft Flight Training Supplement. The manufacturer’s documentation for the aircraft flight training supplement of the aircraft should be listed in this block. For example, the entry would be “EW Flying Book, 8th English Edition, 09/10/2020.”

(j) Block 30, Pilot’s Operating Handbook/Aircraft Operating Instructions. The manufacturer’s documentation for the POH/AOI of the aircraft should be listed in this block. For example, the entry would be “EW Flying Book, 8th English Edition, 09/10/2020.”

d. Comments Block. This block and any attachment(s) should provide any additional, appropriate information not contained elsewhere on the form. It may be used to expand on the information contained in blocks 11 through 30 or to provide other information the manufacturer deems necessary. For all ELSA kit SOCs, this block should be used to provide evidence that an aircraft of the same make and model was manufactured and assembled by the aircraft kit manufacturer and issued a U.S. special airworthiness certificate in the light-sport category. Applicable standards for which the manufacturer is declaring compliance not referenced

elsewhere on this form may also be listed in the comments section. Such standards may be listed whether they have been FAA-accepted or not. For example, standards related to the design, alteration, and certification of electrical wiring systems, inspection and maintenance of electrical wiring, or certification of personnel may be listed in this block.

e. Certification Block.

(1) Certification Statement. Provide the aircraft or kit S/N in the blank provided.

Note: The ELSA kit manufacturer is not required to provide a certification statement for ground and flight testing the aircraft or to certify the aircraft is in a condition for safe operation. For this reason, these portions of the certification statement are marked as “N/A for kit.” It is the responsibility of the person completing the assembly of the ELSA kit to ground and flight test the aircraft in accordance with the manufacturer’s kit assembly instructions and determine that it is in a condition for safe operation. The kit LSA assembler cannot sign or amend FAA Form 8130-15.

(2) Primary Signature Block. In most cases, a single signature will meet the requirement for the issuance of an airworthiness certificate.

(a) Name. This block should provide the name of the manufacturer’s representative (for example, the chief executive officer or chief quality officer) or the manufacturer’s authorized agent.

(b) Signature. This block should provide the signature of the manufacturer’s representative (for example, the chief executive officer or chief quality officer) or the manufacturer’s authorized agent. Whomever signs in the manufacturer’s certification section must be able to verify compliance with all applicable standards. Authorization for signature should be in writing from the manufacturer with all signatory names and titles specified within the manufacturer’s quality system process documentation (for example, quality manual or other quality documentation), including any authorized agent(s). In addition, the person(s) who sign this form must meet the competence and training requirements established in the applicable quality assurance system consensus standard.

(c) Title. This block should provide the title of the properly authorized individual.

(d) Date. This block should provide the date the form was signed.

(3) Additional Signature Block. In some cases, the manufacturer’s quality assurance system may require two signatures, one at the production facility and one at an extension facility (that is, satellite manufacturing, assembly, and/or distribution facility) for any reassembly after transport or shipment, and/or flight testing, assembly, and installations as part of precertification work. FAA Form 8130-15 should never be signed by anyone except the manufacturer or its authorized agent(s).

(a) Name. This block should provide the name of the manufacturer's

extension facility authorized quality person or the manufacturer's authorized agent.

(b) Signature. This block should provide the signature of the manufacturer's extension facility authorized quality person or the manufacturer's authorized agent. The person who signs in the manufacturer's certification section must be able to verify compliance with all applicable standards. Authorization for signature should be in writing from the manufacturer with all signatory names and titles specified within the manufacturer's quality system process documentation (for example, quality manual or other quality documentation), including any

authorized agent(s). In addition, the person(s) who sign this form must meet the competence and training requirements established in the applicable quality assurance system consensus standard.

(c) Title. This block should provide the title of the properly authorized individual.

(d) Date. This block should provide the date the form was signed.

Figure A-7. Reserved

Figure A-8. Reserved

Section 6. Application for Export Certificate of Airworthiness

A-6. Reviewing FAA Form 8130-1, Application for Export C of A. The applicant completes part I of the application. Part II is no longer applicable because an export C of A is no longer issued for aircraft engines, propellers, or articles; refer to FAA Order 8130.21, *Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag*, for procedures for the application and issuance of export approvals for aircraft engines, propellers, and articles. Part III is for FAA use only. Instructions for completing Part I are intended to help the FAA review submitted applications.

a. Part I (For Aircraft).

- (1) Item Nos. 1 through 4. Self-explanatory.
- (2) Item No. 5. Description of Product(s). Self-explanatory, except as follows:
 - (a) Under Identification No., enter the N-number for an aircraft displaying an N--number. For an aircraft displaying foreign marks as permitted under [§ 45.31](#), enter the nationality and registration marks from the intended SOR. Any questions concerning the marking requirements of the importing country must be resolved among the exporter, importer, and the importing CAA.
 - (b) Under FAA Spec. No., enter the specification number, TCDS number, or aircraft certification eligibility process identifier number used, as applicable.
 - (c) Under Operating Time (Hours) Total, enter the total time in service for new and used aircraft. Aircraft engines and propellers are not required to be new if the importing country accepts the aircraft with used engines and propellers. For aircraft, the blocks for engine(s) and propeller(s) should be completed to reflect the required information, as applicable.
- (3) Item Nos. 6 and 7. These items are self-explanatory; however, if the “No” box is checked, explain the deviations in item No. 10 and attach the original or a copy of the documents from the importing CAA stating that the product will be acceptable with the deviations listed.
- (4) Item No. 8. This item provides a means of establishing the date that ownership is expected to pass to the purchaser.
- (5) Item No. 9. This item provides a means of documenting the preservation and packaging methods used to protect against corrosion and damage. When an aircraft is delivered via flying that aircraft, an entry such as “fly-away delivery” is acceptable.
- (6) Item No. 10. This space may be used to convey the information required under item Nos. 6 and 7. This space also may be used by the exporter to convey any other information

pertinent to the issuance of the export airworthiness approval. Additional sheets may be attached, as necessary, and appropriately cross-referenced.

(7) Item No. 11. The applicant or authorized representative of the exporter signs and dates this certificate. The typed name, title, and signature should be legible.

b. Part II (For Aircraft Engines, Propellers, and Articles). An export C of A is no longer issued for aircraft engines, propellers, or articles. Refer to FAA Order 8130.21 for procedures for issuance of export approvals for aircraft engines, propellers, and articles.

c. Part III. Approval (For FAA Use Only).

(1) Item No. 21. Check the “Part I” box. Check the “Denial Letter Issued” box, if applicable. Digitally sign the form or enter your typed or printed name and sign the form. The number should be the office identifier or designee number. An ODA must use its authorization number as assigned by the FAA. Enter the date as shown on the issued Export Certificate of Airworthiness. Signing an application received with the applicant’s original signature, or as a paper copy, fax, or PDF copy is acceptable.

(2) Item No. 22. Not applicable to issuing an export C of A for aircraft.

(3) Item No. 23. Review certification file per Appendix B, paragraph B-3. Enter typed or printed name of reviewing ASI. A completed file review is indicated by the signature of the reviewing ASI in the “FAA Supervisory Inspector” block along with the office number and date.

Section 7. Export Certificate of Airworthiness.

A-7. Completion of FAA Form 8130-4, Export Certificate of Airworthiness.

a. General.

(1) Use PDF version found at [FAA Forms](#). Authorized designees must obtain the 8130-4 fillable PDF from their respective managing specialist.

(2) See figure A-9 of this appendix for a completed sample FAA Form 8130-4.

(3) All entries should be typewritten or completed in ink with no erasures, however, following the export of an aircraft, minor strikeouts and corrections are allowed as long as the form remains legible.

b. Certifying Statement. Enter the specification or TCDS for the aircraft, aircraft engine, and propeller, as applicable, in the space provided in the certifying statement.

c. Product, Manufacturer, Model, Serial Number. Enter the manufacturer, model, and S/N of the aircraft and each installed engine and propeller.

d. New/Used Blocks. Mark the applicable block to specify whether the aircraft is new or used.

e. Country Block. Enter the official name of the importing country as indicated in the applicable bilateral agreement, for example, People’s Republic of China, Canada, and Federative Republic of Brazil.

f. Exceptions.

(1) Nonconformities and Noncompliance. List each nonconformity to the applicable TC(s) and each noncompliance with the SIR of the importing country. If there are no exceptions, enter “None.”

(2) Temporary Installations. The following instructions apply to preparation of the export C of A when temporary installations, such as provisions for extra fuel or navigational equipment, have been made for export delivery:

(a) If the export C of A is issued after the installation has been made, either by the manufacturer or by other persons, the following statement or equivalent should be inserted under Exceptions: “A temporary [*insert type of installation*] has been installed in this aircraft in conformity with [*insert drawing numbers, or other data to which conformity was shown*] to facilitate its delivery flight. This certificate is valid when the temporary installation is removed.” Copies of all referenced drawings and data should accompany the original export C of A when it is submitted to the applicant or the applicant’s representative.

(b) If the export C of A is issued before making the temporary installation, such as at the manufacturer’s plant, and the aircraft is then flown to another location for installation of the temporary equipment, the export C of A should reflect the configuration of the aircraft at the time the certificate was issued. It then becomes the responsibility of the exporter and importer to secure the installation documents or data required by the importing CAA. The U.S. export C of A may not be amended, reissued, or revalidated after original issuance.

(3) Third Country Aircraft. When a third country aircraft is exported to a country with which the United States has a bilateral agreement but no third country provision in that agreement, the following statement must be inserted on the export C of A under Exceptions: “This aircraft was not manufactured in the United States and this certificate is not issued pursuant to the bilateral agreement providing for the reciprocal recognition of airworthiness certificates between the United States and [*Country name*], which has stated its willingness to accept this certificate under these conditions, as indicated in their communication, reference _____, dated _____.”

(4) Primary or Restricted Category Aircraft. Include the following comment under Exceptions: “The above is a [*primary/restricted*] category aircraft. This aircraft has not been determined to meet the international standards concerning the airworthiness of aircraft as provided for in Annex 8 to the Convention on International Civil Aviation.”

g. Additional Information. As necessary, enter any additional information or statements required by the applicable TCDS, applicable bilateral agreement, or FAA AC 21-2, appendix 2, *Special Requirements of Importing Countries*. For example, some importing CAAs require the FAA to find conformity and include a statement certifying conformity to the approved TC of the

importing CAA. The PDF version of FAA Form 8130-4 provides an “Additional Information” block.

h. Signature of Authorized Representative.

(1) Signature of Authorized Representative. Type the name and FAA authority of the person signing the form adjacent to or under the signature. Authorized representatives may digitally sign the paper or PDF form.

(2) Date. Enter the date the aircraft was inspected by the FAA, found to comply with the applicable requirements, and determined to be airworthy. For a replacement certificate for correction of administrative errors, enter the date of the original certificate with the letter “R” before the date.

(3) District Office or Designee Number.

(a) An ASI must enter the district office designation.

(b) An individual designee must enter his or her designee number.

(c) An ODA must enter the name of the company, “ODA,” and their ODA number.

Figure A-9. Sample FAA Form 8130-4, Export Certificate of Airworthiness



U.S. Department of Transportation
Federal Aviation Administration

Export Certificate of Airworthiness

This certifies that the aircraft identified below and particularly described in Specification(s)¹ of the Federal Aviation Administration, Numbered A00009CH, E3SO, and P37EA has been examined as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. The certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

Product	Manufacturer	Model	Serial Number(s)
Aircraft	Cirrus Design Corporation	SR22	9999
Engine(s)	Teledyne Continental	IO-550-N	9999
Propeller(s)	Hartzell Propeller Inc.	BHC-J2YF-1BF/F7694	9999

New: Used: Country to which exported: The United Kingdom
Exceptions:

Additional Information: The SR22 covered by this certificate conforms to the type design approved under EASA Type Certificate Number EASA.IM.A.007 and is found to be in a condition for safe operation.

Donald Marvel, *Donald Marvel*

Name and Signature of Authorized Representative

April 22, 2024

Date

AIR-842

FAA Office or Designee Number

¹List applicable specification or Type Certificate Data Sheet for the aircraft, engine, and propeller. Applicable specification or Type Certificate Data Sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

Appendix B. Documents for Review and Forwarding

B-1. Introduction. This appendix provides procedures for reviewing and forwarding airworthiness certification files. For each certificate or denial issued by a designee, the applicable managing office must ensure all relevant records are obtained from that designee.

B-2. Airworthiness Certification Files. For the purposes of forwarding documents to AFB-710, certification files consist of the following:

a. Standard Airworthiness Certificate. Documents supporting the issuance of a standard airworthiness certificate as listed in Table B-1 of this appendix.

b. Special Airworthiness Certificates. Documents supporting the issuance of a special airworthiness certificate as listed in Table B-2 of this appendix.

c. Imports. For imported aircraft, certification files must also include a copy of the export C of A, if provided by the applicant, including any written acceptance of exceptions from the FAA, and, if available, the last foreign airworthiness certificate issued for that aircraft.

d. Export C of A. Documents supporting the issuance of an export C of A include:

(1) The original FAA Form 8130-1.

(2) The original or copy of the statement of acceptance from an importing country listing the specific nonconformities to the approved TC and noncompliance(s) to special requirements of the importing country, as applicable. If the importing CAA provided this acceptance electronically, a copy of that acceptance is acceptable for the certification file.

(3) A copy of the completed FAA Form 8130-4

(4) For a replacement export C of A for correction of administrative errors, the original FAA Form 8130-4, the signed statement requesting the replacement certificate, and a copy of the replacement FAA Form 8130-4.

e. Denials. The application and a copy of any denial letters.

f. FAA Form 8100-1.

B-3. Review Certification Files.

a. If an ASI issued the certificate, another ASI conducts the certification file review. If a designee or ODA unit member issues the certificate, the managing specialist or another ASI from the managing office conducts the certification file review. For special flight permits, the file review required by this paragraph may be performed by the inspector who issued the certificate.

b. Review each certification file to ensure:

- (1) Accuracy, completeness, legibility, and compliance with applicable requirements, including all necessary attachments.
- (2) Only documents required under this appendix are included. For example, do not include weight and balance documents in the certification file for AFB-710.
- (3) No proprietary information from the applicant is included. If the three-view drawings or photographs are marked as proprietary in the program letter, the ASI will review the drawings. Do not send any documents to the Aircraft Registration Branch that are labeled as proprietary, confidential, company-sensitive, subject to International Traffic in Arms Regulation (ITAR) or Export Administration Regulations (EAR), or contain any other label indicating the document is restricted from public or foreign disclosure.

c. The reviewing ASI completes the certification file review block of the application per paragraph A-2a (3) of appendix A to this order.

B-4. Forward Certification Files to AFB-710. The reviewing ASI should complete the review and forward the required documents for applications that have been issued a denial letter no later than 7 calendar days after receipt of the “Certification File Review” AWC email notification. For all other airworthiness certification files required under paragraph B-2 of this appendix, the reviewing ASI should complete the review and forward the required documents no later than 14 calendar days after receipt of the AWC email notification. The reviewing ASI will use AWC to forward the required documents to the registry..

Note: When AWC cannot be used, the issuer of the airworthiness certificate or denial letter should scan and email the required airworthiness certification files to the reviewing office. The reviewing office should forward files to AFB-710 by email no later than 14 calendar days after receipt of the files. This alternate method may only be used when AWC does not have the incorporated process, i.e., export C of A or other unforeseen AWC outages. For all other circumstances, use AWC-generated forms or upload forms into AWC and forward documents to the registry using AWC. When emailing documents to AFB-710, use the following email:

Submit.Aircraft.Registry@faa.gov

**Table B-1. Standard Airworthiness Certificates:
Documents for Review and Forwarding to the Registry**

Document/Record	R	R	*	*	A	*	A	*	A	A	A	A	A	*	A	*	
Amend Certificate	R	R	*	*	A	*	A	*	A	A	A	A	A	*	A	*	
Exchange Certificate	*	R	*	*	A	*	*	*	*	*	*	*	*	*	*	*	
Replace Certificate	R	*	*	*	A	R	*	*	*	*	*	*	*	*	*	*	
Surplus Aircraft of the U.S. Armed Forces	R	R	*	*	A	*	A	*	A	A	A	A	A	*	A	R	
Used	R	R	*	R	A	*	A	*	A	A	A	A	A	*	A	*	
Manufactured in a Bilateral Country	R	R	*	R	A	*	A	*	A	A	A	A	A	*	*	*	
Manufactured Under a TC	R	R	R	*	A	*	A	A	A	A	A	A	A	*	*	*	
Manufactured Under a PC	R	R	*	*	A	*	A	A	A	A	A	A	A	*	*	*	
<p>Document/Record</p> <p>Notes: “ R ” means required for forwarding to the Registry, AFB-710 “ A ” means should be available during the process for issuing the certificate “ * ” means not applicable</p> <p>Original FAA Form 8130-6, <i>Application for U.S. Airworthiness Certification</i>. For a replacement, a signed statement is acceptable in lieu of FAA Form 8130-6.</p> <p>Notarized letter or copy of the original notarized letter authorizing an agent to sign for the registered owner</p> <p>Original FAA Form 8130-9, <i>Statement of Conformity</i></p> <p>For imports under a bilateral agreement, export C of A or other certifying statement of conformity to the U.S. TC and the statement of acceptance of exceptions from the FAA, if applicable.</p> <p>AC Form 8050-3, <i>Certificate of Aircraft Registration</i>, or other acceptable evidence of registration</p> <p>AC Form 8050-64, <i>Assignment of Special Registration Numbers</i> (only required for change to N Number)</p> <p>TCDS, maintenance manuals, technical data, ADs, flight manuals, equipment lists, and other pertinent information necessary to support the certification process</p> <p>TC data (for example, drawings and specifications) and manufacturing records</p> <p>Current weight and balance information</p> <p>Maintenance records showing all maintenance is current</p> <p>FAA-approved flight checkoff form to verify flight test completion, if applicable</p> <p>Evidence that the aircraft conforms to its FAA-approved TC, including any repairs and alterations</p> <p>Evidence that the aircraft has been inspected per the performance rules for 100-hour inspections as set forth in § 43.15 and found to be airworthy</p> <p>FAA Form 8130-10, <i>Surplus Military Aircraft Inspection Record</i></p>																	

**Table B-1. Standard Airworthiness Certificates:
Documents for Review and Forwarding to the Registry (Continued)**

Amend Certificate	*	R	R	R	R
Exchange Certificate	*	*	R	R	R
Replace Certificate	*	*	R	R	R
Surplus Aircraft of the U.S. Armed Forces	R	R	R	R	R
Used	*	R	R	R	R
Manufactured in a Bilateral Country	*	*	R	R	R
Manufactured Under a TC	*	*	R	R	R
Manufactured Under a PC	*	*	R	R	R
Document/Record					
Notes: " R" means required for forwarding to the Registry, AFB-710 " A" means should be available during the process for issuing the certificate " *" means not applicable					
FAA Form 8130-31, <i>Statement of Conformity—Military</i>					
FAA Form 337 if the approved alteration changes the aircraft category, model, or compliance with Annex 8 of the ICAO Convention. Do not include referenced data forming the basis for approval of the repair or alteration.					
Copy of FAA Form 8100-2, <i>Standard Airworthiness Certificate</i>					
Superseded, terminated, or canceled airworthiness certificates must be included and marked accordingly if a recurrent certificate is issued. Does not apply when replacing a lost certificate					
FAA Form 8100-1, <i>Conformity Inspection Record</i>					

**Table B-2. Special Airworthiness Certificates:
Documents for Review and Forwarding to the Registry**

Document/Record	R	R	*	*	R	R	A	*	*	A	A	A	R	R
Amended Certificate	R	R	*	*	R	R	A	*	*	A	A	A	R	R
Exchange Certificate	*	R	*	*	*	*	A	*	*	*	*	*	*	R
Replacement Certificate	*	*	*	*	*	*	A	R	*	*	*	*	*	R
Provisional	R	R	R	*	*	*	A	*	*	A	A	A	*	R
SFP for overweight operations	R	R	*	*	*	*	A	*	*	A	A	A	*	*
Experimental	Former LSA	R	R	*	*	R	A	*	*	A	A	A	*	R
	Kit LSA	R	R	*	*	R	A	*	*	A	A	A	*	R
	Primary Kit-Built	R	R	*	*	R	A	*	*	A	A	A	*	R
	Amateur-Built	R	R	*	*	R	A	*	*	A	A	A	*	R
	Market Survey	R	R	*	*	R	A	*	*	A	A	A	*	R
	Air Racing	R	R	*	*	R	A	*	*	A	A	A	*	R
	Exhibition	R	R	*	*	R	A	*	*	A	A	A	*	R
	Crew Training	R	R	*	*	R	A	*	*	A	A	A	*	R
	Show Compliance	R	R	*	*	R	A	*	A	A	A	A	*	R
R&D	R	R	*	*	R	A	*	A	A	A	A	*	R	
Light-Sport	R	R	*	*	*	A	*	*	A	A	A	*	R	
Limited	R	R	*	*	*	A	*	*	A	A	A	A	R	
Multiple Certificates	R	R	R	R	*	A	*	A	A	A	A	A	R	
Restricted	R	R	R	R	*	A	*	A	A	A	A	A	R	
Primary	R	R	R	R	*	A	*	A	A	A	A	A	R	
Notes: " R " means required for forwarding to the Registry, AFB-710 " A " means should be available during the process for issuing the certificate " * " means not applicable														
Original FAA Form 8130-6. For a replacement, a signed statement is acceptable in lieu of FAA Form 8130-6														
Notarized letter or copy of the original notarized letter authorizing an agent to sign for the registered owner														
Original FAA Form 8130-9, <i>Statement of Conformity</i> , for new aircraft manufactured under a TC only														
For aircraft imported under a bilateral agreement, export C of A and the statement of acceptance of exceptions from the FAA, if applicable														
Applicant's program letter														
Except for aircraft converted from a previously certificated type without appreciable change in the external configuration, three-view drawings, or three-view dimensioned photographs of the aircraft. See paragraph B-3(b)(3) if proprietary.														
AC Form 8050-3, <i>Certificate of Aircraft Registration</i> , or other acceptable evidence of registration														
AC Form 8050-64, <i>Assignment of Special Registration Numbers</i> (only for changing N-number)														
TC data (for example, TCDS, STCs, drawings and specifications) and manufacturing records for new aircraft or prototype alterations														
Maintenance records, historical records, repairs, and alterations														
Current weight and balance records														
Parts catalogs, maintenance manuals, technical data, CAR/CAM, ADs, flight manuals, equipment lists, and other pertinent information necessary to support the certification process														
FAA Form 337 if the approved alteration changes the aircraft category or model. Do not include referenced data forming the basis for approval of the repair or alteration														
Copy of FAA Form 8130-7, <i>Special Airworthiness Certificate</i>														

**Table B-2. Special Airworthiness Certificates:
Documents for Review and Forwarding to the Registry (Continued)**

Amended Certificate	R	R	R	*	*	*	A	A	*	*
Exchange Certificate	*	R	R	*	*	*	*	*	*	*
Replacement Certificate	*	R	R	*	*	*	*	*	*	*
Provisional	R	R	R	*	*	*	*	*	*	*
SFP for overweight operations	A	*	R	*	*	*	*	*	*	*
Experimental	Former LSA	R	R	R	*	*	*	*	*	*
	Kit LSA	R	R	R	*	*	*	*	*	*
	Primary Kit-Built	R	R	R	*	*	*	*	*	*
	Amateur-Built	R	R	R	R	A	A	A	*	*
	Market Survey	R	R	R	*	*	*	A	A	*
	Air Racing	R	R	R	*	*	*	A	A	A
	Exhibition	R	R	R	*	*	*	A	A	A
	Crew Training	R	R	R	*	*	*	A	A	A
	Show Compliance	R	R	R	*	*	*	A	*	*
R&D	R	R	R	*	*	*	A	A	A	
Light-Sport	R	R	R	*	*	*	*	*	*	
Limited	R	R	R	*	*	*	*	*	*	
Multiple Certificates	R	R	R	*	*	*	*	*	*	
Restricted	R	R	R	*	*	*	*	*	*	
Primary	R	R	R	*	*	*	*	*	A	
Document/Record	<p>Notes: " R " means required for forwarding to the Registry, AFB-710 " A " means should be available during the process for issuing the certificate " * " means not applicable</p> <p>Copy of operating limitations, including applicable attachments</p> <p>Superseded, terminated, or canceled airworthiness certificates must be included and marked accordingly if a recurrent certificate is issued. <u>N/A to replacing a lost certificate</u></p> <p>FAA Form 8100-1, <i>Conformity Inspection Record</i></p> <p>FAA Form 8130-12, <i>Eligibility Statement, Amateur Built Aircraft</i></p> <p>FAA Amateur-Built Aircraft Fabrication/Assembly Checklist, as appropriate</p> <p>Documentation of completed in-process and pre cover inspections</p> <p>For turbine powered aircraft, an inspection program selected, established, identified, and used per § 91.409(e) through (h)</p> <p>Responsible Flight Standards Office approved inspection program, to include ejection seat maintenance and jettisonable stores (if applicable)</p> <p>For former-military aircraft imported with weapons, ATF Forms 6 and 6A</p> <p>Submittal of a special inspection and preventive maintenance program</p>									

**Table B-2. Special Airworthiness Certificates:
Documents for Review and Forwarding to the Registry (Continued)**

Amended Certificate	*	*	*	*	*	*
Exchange Certificate	*	*	*	*	*	*
Replacement Certificate	*	*	*	*	*	*
Provisional	*	*	*	*	*	*
SFP for overweight operations	*	*	*	*	*	*
Experimental	Former LSA	R	A	A	*	*
	Kit LSA	R	*	A	*	A
	Primary Kit-Built	*	*	*	*	*
	Amateur-Built	*	*	*	*	*
	Market Survey	*	*	*	*	*
	Air Racing	*	*	*	*	*
	Exhibition	*	*	*	*	*
	Crew Training	*	*	*	*	*
	Show Compliance	*	*	*	*	*
R&D	*	*	*	*	*	*
Light-Sport	R	R	A	A	A	*
Limited	*	*	*	*	*	*
Multiple Certificates	*	*	*	*	*	*
Restricted	*	*	*	*	*	*
Primary	*	*	*	*	*	*
Document/Record	<p>Notes: " R " means required for forwarding to the Registry, AFB-710 " A " means should be available during the process for issuing the certificate " * " means not applicable</p> <p>A copy of FAA Form 8130-15, <i>Light-Sport Aircraft/Kit SOC</i>, for SLSA and kit ELSA</p> <p>A copy of the manufacturer' s production flight test record(s) for SLSA</p> <p>AOI, maintenance and inspection procedures, and a flight training supplement written in the English language</p> <p>Statement that the light-sport aircraft was not altered and/or modified without manufacturer approval. When the manufacturer' s approval is given, it will be in written form and be S/N-specific</p> <p>Evidence that required maintenance and inspections were accomplished and documented in the light-sport aircraft records per part 43 for the SLSA configuration. Proof the aircraft was inspected and is in a condition for safe operation</p> <p>Manufacturer' s assembly instructions, approved flight test procedures, and final inspection acceptance record(s)</p>					

Appendix C. Program Letters

C-1. General. The applicant must provide the information required [by §§ 21.193\(a\) through \(d\)](#). Inspectors should advise applicants to consider their entire program to ensure the program letter addresses their needs over the duration of the requested certificate and to include sufficient detail to permit the FAA to prescribe the limitations necessary to ensure safe operation of the aircraft. Inspectors should also advise applicants that the FAA does not approve or accept program letters and, regardless of the content, applicants are responsible for compliance with 14 CFR requirements. Furthermore, the FAA is not responsible for identifying for the applicant regulatory non-compliances in a program letter. However, regulatory violations or unsafe or high-risk activities described in a program letter may be grounds for denying certificate issuance. This appendix is not intended to prescribe what must be contained in every program letter, but to identify acceptable program letter content to facilitate FAA review. In addition to the policies and procedures in paragraph 4-6.a(1) of this order, use the following to determine if a program letter includes sufficient information to establish whether an applicant is eligible for a specific experimental purpose.

Note 1: As part of an application leading to the issuance of a certificate, the information provided in a program letter under [§ 21.193](#) is subject [to § 3.403](#), *Falsification of applications, reports, or records*.

Note 2: Do not accept a program letter that contains proprietary, confidential, company-sensitive information as evidenced by labeling in the program letter, however, if the three-view drawings or photographs are marked as proprietary in the program letter, the ASI will review the drawings. Do not send any documents to the Aircraft Registration Branch that are labeled as proprietary, confidential, company-sensitive, subject to ITAR or EAR, or contain any other label indicating the document is restricted from public or foreign disclosure. Also, do not accept a program letter containing information subject to International Traffic in Arms Regulations (ITAR) or Export Administration Regulations (EAR) as evidenced by labeling in the program letter.

Note 3: The program letter should specify whether the aircraft is RVSM capable, as applicable.

C-2. Program Letter Content.

a. R&D. For each project, the program letter—

- (1) Describes the project in sufficient detail to demonstrate it meets the regulatory requirements of [§ 21.191\(a\)](#).
- (2) Includes the duration.
- (3) Includes the number of flights and/or flight hours.

- (4) Describes the area and airports in which the aircraft will be operated.
- (5) Provides contact information of the customer if the project will be performed under contract.
- (6) States whether weapons or armaments will be tested or whether stores or equipment will be dropped as part of the testing.

Note: An applicant may be seeking a project with another company, but may not yet have been awarded a specific contract to conduct the R&D. The applicant may still submit an application that includes information about the project they intend to conduct. The operating limitations issued should be specific and only valid for that project.

- (8) Describes any high-risk factors and corresponding mitigations.

b. Showing Compliance with Regulations. The program letter—

- (1) References the FAA project number of the TC/STC project, if applicable.
- (2) Identifies applicable regulations for the issuance of the following:
 - (a) Type Certificates.
 - (b) Supplemental Type Certificates.
 - (c) Major design changes.
- (2) Identifies applicable functional and reliability requirements.
- (3) Identifies any supporting aircraft needed to support the project.

c. Crew Training. The program letter contains the following:

- (1) The name of the person within the company who will provide the training and that person's qualifications,
- (2) A training syllabus,

Note: Coordinate review of the training syllabus with an operations inspector. Although there is no FAA approval or acceptance of the syllabus, an operations inspector has the expertise to review and validate pilot training procedures.

- (3) The time needed to complete the training (that is, approximate number of hours over a defined period of time),
- (4) When a pilot would need this training (for example, every six months, annually, or after a specified period of inactivity),

- (5) The performance standards to complete the training, and
- (6) The airport(s) and area(s) of operation where the training will be conducted.

Note 1: The Airline Transport Pilot and Aircraft Type Rating Practical Test Standards are used as guides for the tasks taught and flight crew performance standards.

Note 2: For training in a former-military aircraft, the training syllabus for instructor pilots and line pilots follows an appropriate military training standard (for example, Naval Air Training and Operating Procedures Standardization (NATOPS)) or other appropriate training standard deemed acceptable.

Note 3: The occupants of the aircraft must be flight crew employees of the company/applicant.

Note 4: A training syllabus should be provided to the responsible FS office operations inspector for validation.

d. Exhibition. The program letter—

- (1) Provides event names, locations, and dates at which the aircraft will be exhibited.
- (2) Describes the airports in which the aircraft will be operated for proficiency and maintenance flights.

e. Market Surveys. The program letter—

- (1) Describes the market survey in detail.
- (2) Describes the area and airports in which the aircraft will be operated.
- (3) Identifies intended customers.
- (4) Specifies dates for the market survey activity.
- (5) Provides justification for reducing the flight hour requirement in [§ 21.195\(d\)\(2\)](#).
- (6) For customer crew training, provides:
 - (a) The name of the person within the company who will provide the training and that person's qualifications,
 - (b) A training syllabus,

Note: The training syllabus should be coordinated with the responsible FS office operations inspector to review and validate pilot training procedures. Although there

is no FAA approval or acceptance of the syllabus, a validation is required when review is completed. See note 1 and 2 for this section.

(c) The time needed to complete the training (that is, approximate number of hours over a defined period of time), and

(d) The airport(s) and area(s) of operation where the training will be conducted.

Note 1: Applicable Airman Certification Standards are used as guides for the tasks taught and flight crew performance standards.

Note 2: For training in a former-military aircraft, the training syllabus for instructor pilots and line pilots follows an appropriate military training standard (for example, Naval Air Training and Operating Procedures Standardization (NATOPS)) or other appropriate military training standard deemed acceptable.

f. Air Racing. The program letter —

- (1) Provides event names and dates for air races the aircraft will participate in.
- (2) Describes the area and airports in which the aircraft will be operated for races and for proficiency and maintenance flights.
- (3) Describes any major alterations that have been made to the aircraft.

C-3. Aircraft That Could Perform Public or Military Aircraft Operations. An applicant for a civil experimental airworthiness certificate that may also perform public or military operations for a domestic or foreign government or military entity should include additional information in its program letter for the FAA to understand all the operations to be conducted. Operations and configurations in the non-civil arena may impact the operating limitations for the civil airworthiness certificate. It is common for a DOD contractor to apply for a civil airworthiness certificate to fulfill contract requirements; this is not a valid reason for the issuance of a certificate. The program letter:

- a.** Identifies the government/military customer.
 - (1) Provide the name of the government/military entity and a point of contact.
 - (2) Include the length of the contract.
- b.** Describes the types of operations/intended use of this aircraft and area of operation, including airports in which the aircraft will operate.
- c.** Includes aircraft configuration and any other information relevant to how the aircraft will be operated, to include a description of any weapons, special military mission systems, or hydrazine fuel requirements.

d. For operations in the United States, determine whether the applicant has obtained or intends to obtain a declaration of PAO from the applicable government contracting entity. For international operations, please indicate whether the operation will be covered under a diplomatic clearance.

Note: See FAA AC 00-1.1.

**Figure C-1. Sample R&D/Exhibition/PAO Applicant Program Letter
for a Special Airworthiness Certificate**

1. Registered Owner (as shown on the registration)
NAME: Brand X Support Services, Inc.
ADDRESS: 123 Airport Street
Any Town, USA 00010-0001
2. Aircraft Description
 - a. Registration Marks: *N12345*
 - b. Aircraft Yr. Mfg.: *1972*
 - c. Aircraft Serial No.: *52*
 - d. Aircraft Model Designation: *Aero Vodochody, L-39 Albatros*

R&D

3. Describe program purpose for which the aircraft is to be used ([§ 21.193\(d\)\(1\)](#)).
R&D providing chase for Major Airplane Manufacturer for certification testing of their next bizjet. CB X is the project office. The assigned project number is X.
4. Provide the following information as it pertains to your Program Letter.
 - a. List estimated flight hours required for program. Hrs.: unknown
 - b. List estimated number of flights required for program. No. Flts: 50
 - c. List estimated duration for programs ([§ 21.193\(d\)\(2\)](#)). 150 days
5. Describe the areas over which the flights are to be conducted, and address of base operation ([§ 21.193\(d\)\(3\)](#)).
The flights will take place within 150nm of airport KAAA, excluding the airspace over City X. The maximum altitude is FL240. The base of operations is Major Airplane Manufacturer Hangar, 12345 Tower Drive, City-X, 00025.
6. Describe the aircraft configuration (attach three-view drawings or three-view dimensioned photographs of the aircraft ([§ 21.193\(d\)\(4\)](#)) and include a description of how the configuration is different from the other purposes listed). *See attached.*

Exhibition

7. Describe program purpose for which the aircraft is to be used ([§ 21.193\(d\)\(1\)](#)).
Exhibition at the following events over the next eight months:
AirVenture – KOSH, August 1, 2013
Billy Bob’s Air Event – KAAA, June 30, 2013
8. Provide the following information as it pertains to your Program Letter.
 - a. List estimated flight hours required. Hrs.: *13 hours exhibition, including the flights to and from the events. 10 hours for crew training.*
 - b. List estimated number of flights required. No. Flts: *unknown*

**Figure C-1. Sample R&D/Exhibition/PAO Applicant Program Letter
for a Special Airworthiness Certificate (Continued)**

9. Describe the areas over which the flights are to be conducted, and address of base operation ([§ 21.193\(d\)\(3\)](#)).
Crew training flights will take place within 125 nm of AnyTown, United States, airport with a maximum altitude of 10,000 ft. The base of operations is the address listed above.
10. Describe the aircraft configuration (attach three-view drawings or three-view dimensioned photographs of the aircraft ([§ 21.193\(d\)\(4\)](#)) and include a description of how the configuration is different from the other purposes listed). *See attached.*

Military/State/Public Aircraft Operations

The aircraft will provide contract support for the U.S. Department of Defense and People's Liberation Army Air Force. The contracts call for towing targets, aerial survey, serve as aggressor for pilot training, aerial gunnery/missile launch and dropping bombs.

The flight area extends from the Qinghai Province to Greenland. The maximum altitude is FL410. The flight profiles call for a maximum g-force of 10.

A picture of the aircraft as configured for PAO is attached. Note the addition of an external store. We also will enable the ability to release external stores during these operations.

11. Date, Name, and Title (Print or Type), and Signature.

Appendix D. Issuing Operating Limitations with Special Airworthiness Certificates

D-1. Introduction. This appendix provides procedures for issuing operating limitations for aircraft issued special airworthiness certificates.

Note: Operating limitations for special flight permits are addressed in chapter 18.

D-2. General.

a. See paragraph A-4 of this order for additional information for completion of FAA Form 8130-7. The airworthiness certificate and associated operating limitations must be generated using the AWC online application. When there is a disparity in AWC-generated operating limitations and this appendix, this appendix takes precedence. As necessary, manually enter (cut and paste) operating limitations into AWC.

b. GPO Pad Version of FAA Form 8130-7.

(1) Operating limitations generally applicable to aircraft issued special airworthiness certificates are printed on the back side of the paper, GPO pad version of FAA Form 8130-7, *Special Airworthiness Certificate*.

(2) Additional operating limitations will be listed and numbered on a separate sheet, dated, signed, and attached to FAA Form 8130-7. At least the first page of the operating limitations should be typed on FAA-branded paper. FAA-branded paper or an electronic template may be provided to FAA designees for the sole purpose of issuing aircraft operating limitations.

(3) Operating limitations involving certificate holders (for example, an original equipment manufacturer that has an ODA, PC, or TC) should be considered for variances from the standard limitations when appropriate.

(4) The operating limitations of Table D-1 of this appendix are not sufficient to mitigate every safety risk you may encounter with a particular aircraft or operation. Operating limitations must be designed to fit the specific situation encountered, which may vary depending on the aircraft type, aircraft configuration, aircraft condition, operating area, air traffic, operator capabilities, and intended use. Based on your inspections and assessment of potential safety hazards, prescribe additional operating limitations you consider necessary for safe operation.

c. [FAA Form 8130-7](#).

Note: When issuing a replacement certificate for a certificate previously issued with the GPO pad version of FAA Form 8130-7, and the original operating limitations are available, you add a statement such as, “The attached operating limitations dated [*insert date*] are part of this certificate.”

D-3. Phased Operating Limitations. Only experimental airworthiness certificates for exhibition, air racing, operating amateur-built aircraft, operating primary kit-built aircraft, or operating light-sport aircraft may have operating limitations issued in two phases.

a. Generally, Phase I operating limitations allow an applicant to demonstrate compliance with [§ 91.319\(b\)](#). This includes a limitation for the owner/operator to endorse the aircraft maintenance records with a statement certifying that the prescribed flight hours and landings or a task-based flight test plan (per FAA AC 90-89) has been completed, and the aircraft has been shown to comply with [§ 91.319\(b\)](#).

b. The aircraft would re-enter Phase I for subsequent flight envelope expansion, such as operating outside of the weight, airspeeds, and center of gravity limits tested during initial Phase I flight testing. Phase I would also be re-entered for testing new flight or aerobatic maneuvers that were not previously tested. Other situations where an aircraft would subsequently be put into Phase I include major modifications (per [§ 21.93](#)), prolonged inactivity, or substantial re-assembly. Paragraph 4-7e provides considerations for the duration of assignment to flight test areas. Only one home airfield should be listed for Phase I. A second airfield may be listed with valid justification of a specific flight test or safety requirement.

c. When the assigned flight hours and landings or task-based flight test plan (per FAA AC 90-89) has been completed and compliance with [§ 91.319\(b\)](#) has been recorded in the maintenance logbook, the aircraft may be operated under Phase II operating limitations. In most circumstances, Phase I and Phase II operating limitations are issued for an unlimited duration during the initial airworthiness certification. However, the FAA may elect to issue Phase I and Phase II limitations separately in the interest of safety.

D-4. Procedures for Creating Operating Limitations.

- a.** Do not place the operator's or applicant's name on the limitations.
- b.** Do not incorporate the applicant's program letter by reference.
- c.** Do not paraphrase or quote requirements from 49 USC or 14 CFR in the operating limitations. Do not incorporate the provisions, conditions, or limitations of an exemption or waiver applicable to this aircraft or the current owner/operator.
- d.** Use the following section numbers from 14 CFR to identify the applicable operating limitations in Table D-1 of this appendix:

- (1) [Section 21.184](#)—Primary.
- (2) [Section 21.185](#)—Restricted.
- (3) [Section 21.187](#)—Multiple for Restricted.

- (4) [Section 21.189](#)—Limited.
- (5) [Section 21.190](#)—Light-Sport.
- (6) [Section 21.191](#)—Experimental purposes.
 - (a) Paragraph (a), Research and development.
 - (b) Paragraph (b), Showing compliance with regulations.
 - (c) Paragraph (c), Crew training.
 - (d) Paragraph (d), Exhibition.
 - (e) Paragraph (e), Air racing.
 - (f) Paragraph (f), Market surveys.
 - (g) Paragraph (g), Operating amateur-built aircraft.
 - (h) Paragraph (h), Operating primary kit-built aircraft.
 - (i) Paragraph (i), Operating light-sport aircraft.
 - (j) Reserved.
 - (k) Paragraph (k), Operating light-sport category kit-built aircraft.
 - (l) Paragraph (l), Operating former light-sport category aircraft.

e. Start at the top of Table D-1 and work down. If the certification basis and/or the notes apply to the aircraft, the inspector must issue the limitation as worded in the table. Number the limitations sequentially starting with “1,” and place the number of the limitation from Table D-1 in parentheses at the end of the limitation. Some limitations have multiple options with different applicability. In these cases, select the appropriate option for the applicability of the aircraft. Verify PC/modifier procedures exist in the PC/modifier’s FAA-approved experimental operating procedures prior to issuing PC/modifier operating limitation options. For multipurpose experimental airworthiness certificates, identify the applicable purpose(s) in parentheses at the end of each operating limitation.

f. Aircraft with very high-risk factors or safety of flight issues must have those factors properly mitigated. Apply the D-4(f) limitations in Table D-1 under the following conditions:

- (1) Aircraft for which the applicant has surrendered a light-sport category airworthiness certificate (§ 21.190) and is applying for an experimental airworthiness certificate (§ 21.191(k) or (l)) for the first time, and is not in compliance with § 91.327(b)(3) or (4);

(2) Any aircraft in which a single system failure will render the aircraft uncontrollable, such as an airplane with a hydraulic flight control system with only one hydraulic pump;

(3) Aircraft unable to comply with § 91.117(a) in normal cruise configuration; and

(4) Rocket-powered aircraft.

g. Restrict operations of aircraft having any of the characteristics described in paragraph D-4.f as follows:

(1) Prohibit the carriage of passengers,

(2) Prohibit flight over densely populated areas for all phases of flight,

(3) Prohibit flight at night,

(4) Prohibit flight using instrument flight rules (unless restricted to visual meteorological conditions (VMC)), and

(5) Limit operations to a specified geographical area.

h. Applicants may provide a written description, pictorial description, or an aeronautical chart to describe the operating area(s). When a pictorial description or an aeronautical chart is used, make sure it is clear, legible, sized appropriately to provide necessary detail, and labeled according to the operation being performed, e.g., Attachment: Operating Area for Phase I, or Attachment: Operating Area Prior to Compliance with § 91.319(b). Comply with the following:

(1) In the AWC, “Generate Output page,” under the special certificate section, in the appropriate geographical limits text field for limitations 38, 51, 52, provide a statement such as: “These flights must take place in the geographic area on the chart attached to these operating limitations. The chart is labeled as: Attachment: Operating Area after Compliance with [§ 91.319\(b\)](#).”

(2) Do not reference a chart or pictorial description in the program letter within the operating limitations.

(3) Upload the pictorial description or chart under the AWC Documents page using Document Type: Other. Name the file for the applicable operating limitation and date, such as “OL42 August 2022.”

(4) If the chart or pictorial description of any proposed operating areas contains densely populated areas, special use airspace, high traffic airfields, or other potential hazards such as glider or parachute operations, consultation with an operations ASI, per paragraph 1-6, may be utilized to ensure the suitability of the area.

Note: A ‘suitable area’ means the operations described in the program letter can be safely conducted in compliance with applicable regulations and operating limitations. Some area descriptions may contain unsuitable areas (e.g., if an area is described by a radius, it may encompass both suitable and unsuitable areas.) It is the operator’s responsibility to avoid unsuitable areas. The review is intended to ensure there is sufficient suitable space within the proposed area to conduct the operations listed. To assist with your review, please reference §§ 91.305 and 91.319 and apply the following information: Aircraft that have not yet shown compliance with § 91.319(b) must be assigned an operating area compliant with § 91.305. Once compliance with § 91.319(b) has been achieved, all experimental aircraft, regardless of the type of operation or stage of development, must comply with § 91.319(c). There may be additional requirements listed in multiple operating limitations. Ensure the proposed area(s) comply with the regulations and the operating limitation requirements. The results of your review can be conveyed to the requesting office by email reply. No formal “approval” or “acceptance” is required.

(5) When issuing the certificate, print both the FAA Form 8130-7 and pictorial description or chart. Review with the applicant to ensure they understand that the pictorial description or chart is a part of the FAA Form 8130-7 and are to be always carried in the aircraft and to be available to the pilot in command of the aircraft.

(6) Include any attachments of pictorial descriptions or charts in the post-certification airworthiness records that are provided to the FAA Registry. When in the AWC Registry Checklist page, select the checkbox for the “Other” Document Type containing the pictorial description(s) or chart(s) to ensure they are sent to the Registry.

i. Do not issue an operating limitation that specifies an area of operation outside of the United States.

(1) No person may operate an aircraft with a special airworthiness certificate over any foreign country without permission from that country’s applicable authority. The applicable authority of that country may prescribe any operating limitation it deems appropriate, including any limitation concerning geographic areas for flight operations.

(2) If an applicant will operate exclusively outside the United States, include the statement in any operating limitation that requires a specified area of operation, “The holder of this certificate has informed the FAA that it does not intend to operate within the United States. The operator of this aircraft must receive permission of the applicable foreign authority prior to operating in their airspace. Prior to operations in the United States, the operator must apply for an amended airworthiness certificate.”

j. The italicized instructions should not be printed in the copy of the operating limitations provided to the applicant.

k. After the last limitation, place “-END-” approximately centered on the page and then digitally sign and date the document. This can be placed after the pictorial description of the operations area. A wet signature may be used when AWC is unavailable.

I. Compare AWC-generated operating limitations with Table D-1 to verify the operating limitations are complete and correct.

D-5. Requests to Add, Modify, or Omit a Limitation, and Required Coordination.

a. Table D-1 Operating Limitations Guidance.

(1) The operating limitations listed in Table D-1 of this appendix may not fully address every safety risk for all aircraft or operations. Limitations must be tailored to the specific circumstances, which may vary based on aircraft type, configuration, condition, operating environment, operator capabilities, and intended use.

(2) Based on your inspections and hazard assessments, prescribe any additional limitations you deem necessary for safe operation. If you plan to add, omit, or modify a limitation not listed in Table D-1, you must coordinate with the responsible FAA office by emailing: 9-AVS-AIR-81302OPSLIMITS@faa.gov. This coordination mailbox provides direct access to policy offices, including AIR-632, AFS-300, AFS-800, and AFS-700 (for UAS). Any previously coordinated changes to limitations (additions, omissions, or modifications) must be re-coordinated before issuing an amended certificate.

(3) Before sending your request, compare the AWC-generated operating limitations to table D-1 and include in your email the following:

- a. A copy of the application,
- b. The program letter,
- c. The draft operating limitations, and
- d. If applicable, the applicant's justification and proposed equivalent level of safety for any changes.

(4) Designees coordinate through their managing specialist. The managing specialist sends the request to the coordination mailbox. The designee awaits FAA concurrence before issuing the airworthiness certificate.

b. Certain Aircraft. Operating limitations of the following aircraft must be coordinated with the responsible office by emailing the [coordination mailbox](#):

- (1) Aircraft for which operating limitations were previously issued with modifications or omissions from those required by Table D-1;
- (2) Aircraft that meet any characteristics of paragraph D-4.f;
- (3) All former-military aircraft;
- (4) All aircraft with weapons or special military mission systems; or

(5) Aircraft of military-like design built independently or by manufacturers and not having military identification (refer to paragraph 23-3).

D-6. Review with Applicant. When issuing a certificate:

a. Review the operating limitations with the applicant to ensure a clear understanding of the limitations. These operating limitations are binding under 14 CFR 91.9(a), and for provisionally certificated civil aircraft and aircraft holding experimental certificates, they are also binding under 14 CFR 91.317(k) and 91.319(i) respectively.

b. Remind the applicant they must comply with the applicable regulations, emphasizing § 91.9 and the following:

- (1) Restricted. Refer to [§ 91.313](#).
- (2) Light-Sport. Refer to [§ 91.327](#).
- (3) Experimental. Refer to [§§ 91.305](#) and [91.319](#).
- (4) Limited. Refer to [§ 91.315](#).
- (5) Primary. Refer to [§ 91.325](#).
- (6) Provisional.
 - (a) Class I. Refer to [§§ 21.81\(e\)](#) and [91.317](#).
 - (b) Class II. Refer to [§§ 21.83\(h\)](#), [91.317](#), and [121.207](#).
- (7) Provisional Amendments to a TC. Refer to [§§ 21.85\(g\)](#), [91.317](#), and [121.207](#).
- (8) Operations Over a Foreign Country. Advise the applicant that it may not operate its aircraft over any foreign country without the special permission of that country. The applicable authority of that country may prescribe any operating limitation it deems appropriate, including any limitation concerning geographic areas for flight operations.
- (9) Gliders. Refer to FAA AC 21.17-2 for any applicable guidance.

Table D-1 Operating Limitations

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
All Operations			
1	184, 185, 189, 190, 191 AIR-632		This aircraft does not meet the airworthiness standards of Annex 8 to the Convention on International Civil Aviation. Operations in airspace outside of the United States will require the permission of the applicable foreign authority. That permission must be carried aboard the aircraft together with this U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the applicable foreign authority in the country of operation. The applicable foreign authority's permission may or may not concur with these operating limitations or may impose further restrictions on operations. The operator must comply with any limitation prescribed by the applicable foreign authority when operating in its airspace. (1)
2	184, 185, 189, 190, 191 AIR-632		These operating limitations do not provide any relief from any applicable law or regulation. This aircraft must be operated per applicable regulations and the additional limitations prescribed herein. Note that a clearance from air traffic control (ATC) is not authorization for a pilot to deviate from any rule, regulation, operating limitation, minimum altitude, or to conduct unsafe operation of the aircraft. If ATC issues a clearance that would cause a pilot to deviate from a rule, regulation, or operating limitation, or in the pilot's opinion, would place the aircraft in jeopardy, it is the pilot's responsibility to request an amended clearance. These operating limitations are a part of FAA Form 8130-7 and must be carried in the aircraft and to be available to the pilot in command of the aircraft. (2)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
3	184, 185, 189, 190, 191 AFS-300 AFS-800		This special airworthiness certificate is not in effect during public aircraft operations (PAO) or foreign State operations. Concurrent public/civil operations are not permitted; the aircraft cannot be operated as a civil aircraft and as a public aircraft at the same time. No weapons or special military mission systems may be added to the aircraft. This airworthiness certificate is not in effect during flights related to providing military services or flights for which no civil regulatory framework exists (for example, air combat maneuvering, air-to-air gunnery, target towing, electronic countermeasures simulation, cruise missile simulation, and air refueling). These activities are inherently military, not civil activities. Before operating this aircraft under this special airworthiness certificate following a PAO, the aircraft must be returned to the condition and configuration at the time of inspection for the issuance of this airworthiness certificate. The operator must have written procedures for returning the aircraft to the civil configuration. This action must be documented in the maintenance records. (3)
4	184, 185, 189, 190, 191 AFS-300 AFS-800		Application to amend this certificate must be made to the responsible Flight Standards Office or CM section. (4)
5	191(g) AFS-800		No person may operate this aircraft for other than recreation and education. (5)
6	191(a) AFS-300		Operations are limited to the tests and configurations described in the applicant's program letter that was submitted as the basis for issuance of this airworthiness certificate. (6)
7	190 & 191 AFS-800	Single seat hot-air airships such as the Thunder & Colt AS-56.	The PIC must hold a pilot certificate with a lighter-than-air category rating and an airborne heater privilege. The PIC must hold all required ratings or authorization, and endorsements required by 14 CFR Part 61. (7)
		All other experimental and light sport aircraft. NOTE: For aircraft that do not meet the § 1.1 definition of any of the categories/ classes found in § 61.5(b), coordinate with AFS-800.	The pilot in command must hold _____ category and _____ class [appropriate to the aircraft being flown] certificate or privilege. The pilot in command must hold all required ratings or authorizations and endorsements required by Part 61. Except during Phase I flight testing, holders of a student pilot certificate with a flight instructor endorsement for solo flight may operate the aircraft in solo flight without holding a category or class rating or other Part 61 endorsements only for the purpose of meeting aeronautical experience requirements of Part 61 pursuant to a sport pilot, recreational pilot, or private pilot certificate. (7)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
7 Cont.	191 AFS-800	<p>Powered-lift manufacturers only.</p> <p>Note: All powered-lift must also be issued operating limitation 8.</p>	<p>If the only occupants of the aircraft are persons engaged in crew training, FAA personnel, manufacturer personnel required for type certification, or are required flight crew members, the pilot in command may hold a pilot certificate with airplane multiengine or rotorcraft helicopter category and class of the appropriate certification level and must hold all required authorizations and endorsements required by Part 61. If the aforementioned persons are not the only occupants of the aircraft, the pilot in command must hold a pilot certificate with powered-lift category and must hold all required authorizations and endorsements required by Part 61. (7).</p>
8	191 AFS-800	<p>Aircraft with any of the following—</p> <ul style="list-style-type: none"> • Large aircraft more than 12,500 pounds maximum certificated take-off weight.) • Turbojet aircraft except gliders certificated with a single seat. • Airplanes with 800 or greater total horsepower and VNE greater than 250 knots except experimental amateur-built. • Powered-lift. 	<p>The pilot in command must hold—</p> <p>(a) An appropriate type rating (if one has been established); or</p> <p>(b) An experimental aircraft authorization, by make and model, on their pilot certificate; or</p> <p>(c) A temporary letter of authorization (LOA) issued by an FAA Flight Standards Operations Inspector.</p> <p>Information to obtain an experimental aircraft authorization or temporary LOA can be found in FAA Order 8900.1, volume 5, chapter 9, section 2. (8)</p>

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
9	191(a), (b), (c), (d), (e), & (f) AFS-800	Single seat or single control aircraft subject to limitation 8	<p>An authorized instructor, after providing ground and flight training, may make an endorsement to allow the airman to be pilot in command for completing a practical test for the issuance of an experimental aircraft authorization. The endorsement may allow solo operation of the aircraft. The endorsement may be valid for a period up to 30 days. The endorsement must specify the flight conditions authorized (for example, day, night, IMC) and flying area. The flying area may not exceed 3/8 of the fuel range of the aircraft.</p> <p>Information to obtain an experimental aircraft authorization or temporary LOA can be found in FAA Order 8900.1, volume 5, chapter 9, section 2. (9)</p>
10	191 AFS-800	Issue for aircraft that require two pilots, or a flight engineer, and AH-64. For example, aircraft previously type certificated or required by the military to operate with additional flight crew members must operate with those flight crew members.	Aircraft previously type certificated or required by the military to operate with a minimum flight crew (pilots or flight engineer) must operate with those flight crew members. Additional required flight crew members must hold the appropriate airman certificate, that is, pilot or flight engineer. Pilots must hold _____ category and _____ class certificate. Pilots acting as second in command (SIC) must comply with the § 61.55 requirements to act as SIC of an aircraft type certificated for more than one required flight crewmember. (10)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
10 Cont.	191 AFS-800	Manufacturers of powered-lift that require two pilots	Aircraft previously type certificated or required by the manufacturer or military to operate with a specified number of flight crew must operate with those flight crew members. All pilots must hold the appropriate pilot certificate. If the only occupants are persons engaged in crew training, FAA personnel, manufacturer personnel required for type certification, or are required flight crew members, pilots may hold a pilot certificate with airplane multiengine or rotorcraft helicopter category and class of the appropriate certification level and must hold all required authorizations and endorsements required by Part 61. If the aforementioned persons are not the only occupants, all pilots must hold a pilot certificate with powered-lift category. Pilots acting as second in command (SIC) must comply with the § 61.55 requirements to act as SIC. (10)
11	191 AFS-800		When filing a flight plan, the experimental nature of this aircraft must be listed in the remarks section. (11)
12	191(i)(1) AFS-800		This aircraft must not be used for towing, except for glider towing as specified in § 91.319(g). This aircraft must not be used for intentional parachute jumping. (12)
13	191 (except (i)(1)) AFS-800		This aircraft must not be used for towing, including, but not limited to glider towing, banner towing, target towing, or towing electronic receivers or emitters. This aircraft must not be used for intentional parachute jumping. (13)
14	191 AFS-300		If an operation exceeds a manufacturer's operating limit for the aircraft, aircraft engine, or aircraft propeller, inspections must be completed, and an entry must be made in the maintenance records prior to continued testing or flight. (14)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
15	191 AFS-300	<p>Aircraft with any of the following (except former military):</p> <ul style="list-style-type: none"> • All large aircraft more than 12,500 gross T/O weight, • Turbine powered multiengine airplanes, • Turbine-powered rotorcraft, • Powered-lift aircraft. 	<p>No person may operate this aircraft unless it is maintained per an inspection program meeting the scope and content described in § 91.409(f). The operator must select and identify in the aircraft maintenance records one of the following programs for the inspection of the aircraft:</p> <p>(a) For type-certificated aircraft:</p> <ol style="list-style-type: none"> 1) a current inspection program recommended by the manufacturer (91.409(f)(3)); or 2) an FAA-approved inspection program under (91.409(f)(4)). <p>(b) For non-type certificated aircraft: An FAA-approved inspection program under (91.409(f)(4)). This does not apply to new aircraft under production. Therefore, refer to item (a) above.</p> <p>Note: To extend an inspection interval, the owner/operator must submit a request for that extension with supporting documentation and data to the responsible Flight Standards Office and obtain concurrence from that office.</p> <p>Inspections must be recorded in the aircraft maintenance records showing the following, or a similarly worded, statement: "I certify that this aircraft has been inspected on [insert date] per [identify applicable inspection program] and found to be in a condition for safe operation."</p> <p>The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person who performed the inspection. (15)</p>
		<p>All other aircraft not described above (except former military aircraft.)</p>	<p>No person may operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed per the scope and detail of Part 43, appendix D, manufacturer or other FAA-approved programs, and was found to be in a condition for safe operation.</p> <p>The inspections must be recorded in the aircraft maintenance records showing the following, or a similarly worded, statement: "I certify that this aircraft has been inspected on [insert date] per the [insert either: scope and detail of Part 43, appendix D; or manufacturer's inspection procedures] and was found to be in a condition for safe operation."</p> <p>The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection. (15)</p>

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
16	191 AFS-300	<p>All former military aircraft with any of the following:</p> <ul style="list-style-type: none"> • large airplanes, • turbine engine airplanes • turbine rotorcraft • technically advanced powered-lift aircraft 	<p>No person may operate this aircraft unless it is maintained per an inspection program meeting the scope and detail described in § 91.409(f). The operator must select and identify in the aircraft maintenance records one of the following inspection programs for the aircraft:</p> <p>A. For previously type certificated aircraft (Military Commercial Derivative Aircraft (MCDA):</p> <ol style="list-style-type: none"> 1) A current inspection program recommended by the manufacturer § 91.409(f)(3) or 2) an FAA-approved inspection program under § 91.409(f)(4) <p>B. For non-type certificated aircraft (Aircraft has only a military certification basis):</p> <p>An FAA-approved inspection program 91.409(f)(4) will be based on the military inspection program the military aircraft was maintained under at the time of surplus. This aircraft must not be operated unless it is operated, inspected, and maintained per appropriate military technical publications and/or manufacturer's recommendations.</p> <p>Inspections must be recorded in the aircraft maintenance records showing the following or a similarly worded statement: "I certify that this aircraft has been inspected on [insert date] per [identify applicable inspection program] and found to be in a condition for safe operation."</p> <p>The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person who performed the inspection.</p> <p>Note: To extend an inspection interval, the owner/operator must submit a request for that extension with supporting documentation and data to the responsible Flight Standards Office and obtain concurrence from that responsible Flight Standards Office. (16)</p>

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
16 cont.	191 AFS-300	All other former military aircraft not described above. Choose only one that is applicable. i.e., A or B.	<p>A. Aircraft with 800 or more total horsepower and VNE greater than 250 knots:</p> <p>An FAA-approved inspection program under 91.409(f)(4), combined with the military inspection program that was utilized at the time of surplus, shall be used to develop an inspection program for such aircraft.</p> <p>Inspections must be recorded in the aircraft maintenance records showing the following or a similarly worded statement: "I certify that this aircraft has been inspected on [insert date] in accordance with [identify by name and number of the applicable inspection program that was used] and found to be in a condition for safe operation."</p> <p>The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person who performed the inspection.</p> <p>B. Aircraft with under 800 total horsepower and VNE under 250 knots:</p> <ol style="list-style-type: none"> 1) No person may operate this aircraft unless, within the preceding 12 calendar months, it has had a condition inspection performed per the scope and detail of Part 43, appendix D, or 2) A military inspection program that was developed for the specific aircraft and which must at least meet the scope and detail of Part 43, appendix D can be used, or 3) An FAA-approved inspection program under 91.409(f)(4) with the military inspection program that was utilized at the time of surplus shall be used to develop an inspection program for such aircraft. The inspection must be recorded in the aircraft maintenance records showing the following or a similarly worded statement: "I certify that this aircraft has been inspected on [insert date] per the [insert either: scope or detail of Part 43], <p>The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person who performed the inspection. (16)</p>
17	191(i), (k), & (l) AFS-300		A light-sport repairman certificated under § 65.107 (in accordance with their certificate privileges under § 65.109), an appropriately rated FAA-certificated mechanic, or an appropriately rated FAA-certificated repair station may perform the condition inspection required by these operating limitations. (17)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
18	191(g) AFS-300		An experimental aircraft builder certificated as a repairman for this aircraft under § 65.104, a light-sport repairman certificated under § 65.107 (in accordance with their certificate privileges under § 65.109), an appropriately rated FAA-certificated mechanic, or an appropriately rated FAA-certificated repair station may perform the condition inspection required by these operating limitations. (18)
19	191(a), (b), (c), (d), (e), (f), & (h) AFS-300		Only FAA-certificated repair stations, FAA-certificated mechanics with appropriate ratings, or a manufacturer as authorized by § 43.3 may perform inspections required by these operating limitations. (19)
20	191 AFS-300		<p>The aircraft may not be operated unless the replacement interval for a life-limited article specified in the applicable technical publications pertaining to the aircraft and its articles are complied with in one of the following manners:</p> <p>(a) Type-Certificated Products: Replacement of life-limited parts required by § 91.409(e) applies to experimental aircraft when the required replacement times are specified in the U.S. aircraft specifications or type certificate data sheets.</p> <p>(b) Non-Type-Certificated Products: Unless otherwise specified by the FAA, the manufacturer shall identify an interval for replacing life-limited parts on articles installed in or on the aircraft. (20)</p>
21	191 AFS-300		For aircraft originally incorporating fatigue life recording systems, the owner/operator must maintain and use the system as prescribed by the aircraft manufacturer and comply with the manufacturer's fatigue life limits. Fatigue critical structure includes structure, which, if repaired or altered, could be susceptible to fatigue cracking and contribute to a catastrophic failure. Such structure may be part of the baseline structure or part of an alteration. (21)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
22	191(a) & (b) AFS-800		<p>After incorporating a major change per § 21.93 that was not presented to the FAA when this airworthiness certificate was issued, the following applies:</p> <p>Notification of Major Changes. The responsible Flight Standards Office where the aircraft is based must be notified and its response received in writing before flying this aircraft. This notice enables the FAA to determine if operating limitations require amendment to reduce exposure of the public to risk due to the major change.</p> <p>Operations. Compliance with 91.319(b) is required after any major change. Notwithstanding any other operating limitation, prior to showing compliance with § 91.319(b) after a major change, all operations must be conducted under day visual flight rules (VFR) conditions and over an area described by § 91.305.</p> <p>Registry. If the major change includes installing a different model of engine or a change of a fixed pitch from or to a controllable propeller, the aircraft owner must submit a revised FAA Form 8130-6 to update the aircraft's file in the FAA Aircraft Registration Branch, AFB-710.</p> <p>Aircraft Records. Compliance with § 91.319(b) must be recorded in the maintenance records with the following, or a similarly worded, statement: "I certify that the prescribed flight test has been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous characteristics or design features, and is safe for operation." (22)</p>
	191(c) & (f) AFS-800		<p>After incorporating a major change per § 21.93 that was not presented to the FAA when this airworthiness certificate was issued, the operator must obtain an R&D certificate to operate this aircraft. (22)</p>

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
	191(d), (e), (g), (h), (i), (k), (l) AFS-800		<p>After incorporating a major change per § 21.93 that was not presented to the FAA when this airworthiness certificate was issued, the following applies:</p> <p>Notification of Major Changes. The responsible Flight Standards Office where the aircraft is based must be notified and its response received in writing before flying this aircraft. This notice enables the FAA to determine if operating limitations require amendment to reduce exposure of the public to risk due to the major change.</p> <p>Operations. Comply with § 91.319(b) using Phase I operating limitations.</p> <p>Registry. If the major change includes installing a different model of engine or a change of a fixed pitch from or to a controllable propeller, the aircraft owner must submit a revised FAA Form 8130-6 to update the aircraft's file in the FAA Aircraft Registration Branch, AFB-710. (22)</p>
23	187 AFS-300		<p>Conversion from one category certificate to the other must be accomplished per [<i>Reference the applicable instructions (date)</i>].</p> <p>Each conversion from one category certificate to another must be documented via a maintenance record entry. (23)</p>
24	187 AFS-300	If an inspection per § 21.187(b) is required	The operator of this aircraft must have the aircraft inspected by the FAA, or by a certificated mechanic with an appropriate airframe rating, to determine airworthiness each time the aircraft is converted from the restricted category to another category for the carriage of passengers for compensation or hire. (24)
25	191 AIR-600 AFS-300		When changing between experimental operating purposes, the operator must determine that the aircraft is in the appropriate configuration and is in a condition for safe operation and appropriate for the purpose intended. A record entry will be made by an appropriately rated person to document that finding in the maintenance records. (25)
26	190 & 191(i), (k), and (l) AFS-800		The pilot may only conduct the flight maneuvers authorized in the AOI. (26)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
27	191 AFS-800	Former-military turbine airplanes	<p>Preflight planning runway length requirements: Takeoff is prohibited unless takeoff planning determines it is possible to stop the airplane safely on the runway, as shown by the accelerate-stop distance data. For aircraft without accelerate-stop distance data, the airplane must be able to safely stop within the effective length of the runway, from any point during the takeoff, before reaching 105 percent of V_{MCA} or 115 percent of the power-off stalling speed in the takeoff configuration, whichever is greater. In addition, the aircraft must be able to clear all obstacles by at least 50 feet vertically.</p> <p>Landing will not be attempted unless landing planning determines that a full stop landing can be made within 60 percent of the effective length of the runway from a point 50 feet above the runway.</p> <p>When calculating takeoff or landing performance, corrections must be made for any runway gradient. Performance data based on still air may be corrected by taking into account not more than 50 percent of any reported headwind component and not less than 150 percent of any reported tailwind component. Calculations may not include the use of reverse thrust or drag chute. (27)</p>
28	191(d) & (e) AFS-300		<p>The owner/operator must submit an annual event/program letter to the responsible Flight Standards Office where the aircraft is based. A copy of the current event/program letter must be kept on board whenever the aircraft is in operation. The program letter must include the following information:</p> <ul style="list-style-type: none"> (a) The aircraft's physical Location, (b) The name of the person responsible for the operation and maintenance of the aircraft, (c) A list of events at which the aircraft will be [exhibited/raced] (the list may be amended as necessary), (d) The estimated time or number of flights, and the areas over which the aircraft will be flown. (28)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
29	191 AFS-300, except AFS-800 for pilot / passenger training program.	Ejection seat installed or aircraft originally had an ejection seat.	<p>Aircraft equipped with operational ejection seats must have external markings that ensure emergency personnel are aware of the hazard presented by the system.</p> <p>Operational ejection seat systems must be maintained and inspected per the manufacturer's procedures and/or military technical publications. The manufacturer or military service must approve any modification to the seat or parts substitution. The manufacturer or military service must have approved the ejection seat system, as configured, for installation in the aircraft.</p> <p>Operational ejection seat systems must be secured per the manufacturer's procedures and/or Military technical publication to prevent inadvertent operation of the system when the aircraft is parked or out of service.</p> <p>The pilot-in-command and flight crew members operating aircraft equipped with operational ejection seat(s), whether armed or not armed, must have successfully completed an ejection seat training program within the previous 24 calendar months prior to operations for this make and model of aircraft. Reference FAA AC 91-87 for further information.</p> <p>Passengers must have a safety brief prior to flight that covers the topics listed in FAA AC 91-87. (29)</p>
30	191(d) & (e) AFS-300		<p>When an aircraft's home base is changed or there is a transfer of ownership, the owner/operator will, within 30 days:</p> <p>(a) Submit a new program letter to the responsible Flight Standards Office.</p> <p>(b) If an accepted or approved inspection program is specified in these operating limitations, submit a copy to the responsible Flight Standards Office. (30)</p>
31	191(c), (d), & (e) AFS-300	All Aero Vodochody L-29 & L-39 series airplanes.	<p>Installation of explosive pylon charges (ejectors) is prohibited.</p> <p>If installed, any Emergency Stores Release Handle (ESRH) or Master Armament Safety Switch (MASS) must be disabled. Both must be disabled and disconnected from all systems. Weapon related buttons and switches must also be disabled and disconnected from all systems.</p> <p>Selection of all simulated failure modes from the rear cockpit (instructor position) must be disabled. (31)</p>
		All Hawker and BAE Hawk series airplanes.	<p>If installed, all four jettison switches must be disabled and disconnected from all systems.</p> <p>Installation of explosive pylon charges (ejectors) is prohibited.</p> <p>Flight with asymmetric wing mounted equipment is prohibited. (31)</p>

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
31 cont.	191(c), (d), & (e) AFS-800	All Douglas A-4 series airplanes.	<p>Installation of explosive pylon charges (ejectors) is prohibited.</p> <p>Any passenger must receive, before flight, adequate training concerning:</p> <p>(1) any rear-seat responsibilities per the applicable flight manual, (2) "off-limits" equipment and switches in the rear-seat, and (3) any other safety-related task not covered under the ejection seat training program.</p> <p>The maximum authorized speed for aircraft operations is 10 percent below the published Mmo. In addition, any additional speed limitation imposed by any equipment must be followed, such as in cases involving avionics limitations or external equipment. (31)</p>
32	191 AFS-800	All aircraft equipped or originally equipped with a drag chute, such as MiG-21, Mig-23, F-104, and F-4.	The drag chute must be maintained and packed by trained personnel. (32)
33	191 AFS-800	All aircraft equipped or originally equipped for in-flight refueling	Operation of aerial refueling equipment is prohibited. (33)
34	191(d) & (e) AFS-800		Operation at Class B airports is prohibited unless authorized under an aviation event waiver. (34)
35	191 AFS-800	All aircraft using hydrazine fuel, such as F-16.	<p>Airport operations are prohibited for aircraft equipped with a hydrazine-based emergency power unit (EPU), unless the following are met:</p> <p>(a) Trained ground support personnel are available to secure the EPU before shutdown.</p> <p>(b) A trained emergency hydrazine response team (using the same training and guidance used by the U.S. Air Force) that is capable of responding as specified in § 139.319(h).</p> <p>(c) Permission from the airport manager. (35)</p>
36	185, 187 AFS-800	Aircraft that may be equipped with operational, jettisonable stores.	When equipped with operational jettisonable stores, flight operations are restricted to areas that meet § 91.305 and flight over densely populated areas is prohibited at all times. (36)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
36 cont.	191(a) AFS-800	Issue only if jettisoning of stores is part of the R&D test.	<p>When equipped with operational jettisonable stores, flight operations are restricted to areas that meet § 91.305.</p> <p>Flight over densely populated or congested areas is prohibited at all times.</p> <p>Operations are limited to testing the aircraft for use with the jettisonable stores.</p> <p>When not testing the jettisonable stores, each store must be removed or secured so it cannot be jettisoned. (36)</p>
	189 & 191 AFS-300 AFS-800	All aircraft.	<p>This aircraft is prohibited from flight with any jettisonable store or externally mounted equipment unless the equipment is mounted in a manner that will prevent in-flight jettison. The aircraft must be configured as documented in the aircraft's flight test records or as allowed in the original manufacturer's or military operator's aircraft limitations. If relying on the manufacturers or military data, the aircraft must conform to the manufacturer's design and be maintained to manufacturers or military instructions. No change in external loading for the aircraft (for example, a change in a pylon, rack, or external store) from configurations approved by the manufacturer or military operator is allowed, except to prevent jettison. Compliance with all manufacturer or original military operator limitations when any external stores or fuel tanks are installed is required.</p> <p>All systems that enable jettison must be disabled or removed using acceptable military or civil methods such as:</p> <p>All mechanical means of jettison (e.g., cables, or levers) must be disconnected.</p> <p>All electrical means of jettison such as switches and circuit breakers must be disconnected or secured in a manner that prevents activation. Power sources such as batteries must be disconnected. Cannon plugs must be disconnected and capped.</p> <p>There must be no means to perform in-flight actions that would enable jettison. Operation of the aircraft with explosive bolts installed is prohibited. Operation of the aircraft with explosive pylon charges (ejectors) installed is prohibited. Flights with military armament installed are prohibited. (36)</p>
37	191(a) & (b) AFS-400		<p>Enhanced Flight Vision System (EFVS) operations are not authorized if any component associated with the instrument approach procedure being flown, or any component of the approach lighting system associated with the instrument approach, is inoperative. (37)</p>

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
38	191(g) AIR-632		Except for single-place aircraft, the following placard must be displayed in the aircraft in full view of all occupants: "PASSENGER WARNING—THIS AIRCRAFT DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT." (38)
The following section contains operating limitations that apply during Phase I. Operating limitations for all aircraft continue after this section.			
39	191(d), (e), (g), (h), (i), (k) & (l) AFS-300 AFS-800		<p>When operating in Phase I, no person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b). The pilot in command must comply with § 91.305 at all times. This aircraft is to be operated under VMC, day only.</p> <p>Phase I flight testing must be conducted either (1) in accordance with the task-based flight test program described in FAA Advisory Circular (AC) 90-89C or (2) must be operated for at least _____ hours with at least _____ takeoffs and landings.</p> <p>For major modifications (ref § 21.93), this aircraft must be operated for at least _____ hours with at least takeoffs and landings. [For amateur-built flight test hours, reference 15 4(f). For ELSA flight test hours, reference 17-3(g)].</p> <p>These flights must take place in the geographical area described as follows: [Refer to paragraph D-4.h. for instructions. The size of the area must not exceed that required to safely conduct the anticipated maneuvers and tests.] This aircraft may only operate from _____ [list airport identifier(s) or airport name(s)]. (39)</p>
40	191(d), (e), & (h) AFS-800		No person may be carried in this aircraft during flight unless that person is a required flight crew member. (40)
41	191(g), (i)(2), & (k) AFS-800		Unless operating per FAA AC 90-116, Additional Pilot Program for Phase I Flight Test, only the minimum required crew may be on board. (41)
42	191(d), (e), (g), (h), (i), (k), & (l) AFS-800		<p>If aerobatic maneuvers are intended to be performed during Phase II, those maneuvers must have been satisfactorily accomplished and recorded in the maintenance records during Phase I. Aerobatic flight testing is not complete until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable during the aerobatic maneuver tested.</p> <p>Upon completion of aerobatic testing, the owner/operator must make the following entry in the maintenance records: "I certify that the following aerobatic maneuvers and speeds have been test flown _____ at _____, _____ at _____, and _____ at _____." (42)</p>

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
43	191(d), (e), (g), (h), (i), (k), and (l) AFS-800		If the aircraft will have removable externally mounted equipment, it must be test flown in all configurations. An entry must be made in the maintenance records indicating the configurations flight tested unless the original manufacturer's flight test data for that equipment is included in the aircraft limitations. If relying on the manufacturer's data, the aircraft and externally mounted equipment must conform to the manufacturer's design and be maintained to manufacturer's instructions. (43)
44	191(d), (e), (g), (h), (i), (k), & (l) AFS-800		Upon completion of Phase I flight testing, compliance with § 91.319(b) must be recorded in the maintenance records using the following or similar statement: "I certify that the prescribed flight test has been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation." (44)
The following limitations apply to all aircraft, except aircraft in Phase I.			
45	191 AFS-800		Day VFR flight operations are authorized. (45)
46	191 AFS-800	Aircraft not described in paragraph D-4.f.	Night flight operations are authorized if the instruments specified in § 91.205 are installed, operational, and maintained per the applicable requirements of Part 91. (46)
47 cont.	191 AFS-300 AFS-800	Aircraft described in paragraph D-4.f.	IFR flight operations limited to VMC are authorized if the instruments specified in § 91.205(d) are installed, operational, compliant with the performance requirements of, and maintained per the applicable regulations. The pilot in command must have a valid method to comply with the § 91.319(c) prohibition from operating over densely populated areas or in congested airways. All maintenance or inspection of this equipment must be recorded in the aircraft maintenance records and include the following items: date, work performed, and name and certificate number of person returning aircraft to service. (47)
47 cont.	191 AFS-800	Aircraft not described in paragraph D-4.f.	Instrument flight operations are authorized if the instruments specified in § 91.205(d) are installed, operational, compliant with the performance requirements of, and maintained per the applicable regulations. All maintenance or inspection of this equipment must be recorded in the aircraft maintenance records and include the following items: date, work performed, and name and certificate number of person returning aircraft to service. (47)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
	190 AFS-800	Aircraft except those specified in paragraph D-4.f(1).	This aircraft may only be operated per the manufacturers' aircraft operating instructions (AOI) and engine operating instructions, including any requirement for operating equipment specified in the aircraft's equipment list. Night flight and instrument flight rules (IFR) operations are authorized if allowed by the AOI and engine operating instructions and if the instruments specified in § 91.205 are installed, operational, and maintained per the applicable requirements of Part 91. All maintenance or inspection of this equipment must be recorded in the aircraft maintenance records and include the following items: date, work performed, and name and certificate number of person returning aircraft to service. (47)
48	191 (c), (d), (e), (f), (g), (h), (i), (k), & (l) AFS-800		The pilot in command must not perform any maneuvers that have not been flight tested or operate the aircraft outside the weight, airspeeds, and center of gravity limits tested. (48)
49	191 (d), (e), (g), (h), (i), (k) & (l) AFS-800		Aerobatic maneuvers that were not documented in Phase I may not be performed. The owner may place the aircraft back into Phase I for the sole purpose of adding additional aerobatic maneuvers to the aircraft authorized maneuvers. (49)
50	191 AFS-800	Aircraft described in paragraph D-4.f	The carriage of passengers is prohibited. (50)
51	191(a), (b) & (c) AFS-800	Operators who have an approved PC/modifier procedure per paragraph 4-9	All flights must be conducted within the geographical area described in [<i>describe the PC/modifier approved operating procedure, for example, ABC Aircraft Co. Experimental Operating Procedure No. 12 (dated)</i>]. (51)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
51 cont.	191(a), (b) & (c) AFS-800	All others	<p>Prior to compliance with § 91.319(b), all flights must be conducted within the geographical area described as follows: <i>[Refer to paragraph D-4.h for instructions]</i>. The size of the area must not be more than one-half the range of the aircraft from the aircraft's home base airport.</p> <p>All operations must be conducted under day visual flight rules (VFR) conditions over a sparsely populated area in compliance with § 91.305. Compliance with § 91.319(b) must be recorded in the maintenance records using the following or similar statement:</p> <p>"I certify that the prescribed flight test has been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation."</p> <p>Once compliance with § 91.319(b) has been achieved, all flights must be conducted within a geographical area described as follows: <i>[Refer to paragraph D-4.h for instructions]</i>. The size of the area must not be more than one-half the range of the aircraft from the aircraft's home base airport.</p> <p>There may be areas within these geographical areas that are not suitable for operation. It is the responsibility of the operator to avoid those areas.</p> <p>Flights for maintenance, as defined in § 1.1, are permitted outside the defined area. (51)</p>
52	191(d), (e), (f), (g), (h), (i), (k), & (l) AFS-800	Aircraft described in paragraph D-4.f,	<p>All proficiency/practice flights must be conducted within a geographical area described as follows: <i>[Refer to paragraph D-4.h for instructions]</i>; The area will not be more than one-half the range of the aircraft from the aircraft's home base airport.</p> <p>Exceptions:</p> <ol style="list-style-type: none"> 1. Proficiency flying outside of the area stated above for organized formation flying, training, or pilot checkout in conjunction with a specific event. 2. Flights for maintenance, as defined in § 1.1, are permitted outside the defined proficiency area. The maintenance performed in connection with the flight must be recorded in the maintenance records and include the following items: date, work performed, and name and certificate number of person returning aircraft to service. (52)
53	191 AFS-800	AH-64, all series	Operations are limited to areas that comply with 14 CFR § 91.305 at all times. (53)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
	191 AFS-800	Aircraft described in paragraph D-4.f.	Flight over a densely populated area or in a congested airway is prohibited. (53)
53 cont.	191 AFS-800	All lighter-than-air. All gliders. Amateur-built. Primary kit-built. ELSA.	Flight over a densely populated area or in a congested airway is authorized for the purpose of takeoff or landing; or unless sufficient altitude is maintained to make a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the ground. (53)
	191 AFS-800	All others	Flight over a densely populated area or in a congested airway is authorized per § 91.319(c) only for the purpose of takeoff and landing. The area on the surface described by the term “only for the purpose of takeoff and landing” is the traffic pattern. For the purpose of this limitation, the term “only for the purpose of takeoff and landing” does not allow multiple traffic patterns for operations such as training or maintenance checks. This does not restrict a go-around/rejected landing for safety reasons. (53)
54	191 (a) & (b) AFS-800	Only for RVSM certification purposes.	Operations in reduced vertical separation minimum (RVSM)-designated airspace may be allowed under § 91.180(b) for aircraft certification and development purposes. Refer to Part 91 and the Aeronautical Information Manual. (54)
55	191(a), (b), (c), (d), (e), (f), & (g) AFS-800	Only for aircraft capable of non-stop climb to FL430 and not RVSM compliant.	Operations in RVSM-designated airspace may be allowed under § 91.180(b) for climbing/descending through RVSM flight levels without intermediate level-off to or from flight levels above RVSM airspace. Refer to Part 91 and the Aeronautical Information Manual. (55)
56	191(a), (b), (c), (d), (e), (f), & (g) AFS-800	Aircraft capable of flight above FL280 and not capable of nonstop climb to FL430 and not RVSM compliant.	Flight in RVSM-designated airspace is prohibited. (56)
57	191 (d) AFS-800	Aircraft not described in paragraph D-4.f.	No person may be carried in this aircraft during the exhibition of the aircraft’s flight capabilities, performance, or unusual characteristics at air shows, or for motion picture, television, or similar productions, unless essential for the purpose of the flight. Persons may be carried during flights to and from any event or during proficiency/currency flying, limited to the design seating capacity of the aircraft and subject to the regulatory prohibition on compensation. (57)

No.	Certification Basis (21.XXX) / Responsible Office	Notes/ Applicability	Operating Limitation
58	191(d) AFS-800	Gliders	The following placard must be displayed in the cockpit, in full view of the pilot: "Note: No person may exceed the designer's or builder's recommended limitations as follows: maximum gross weight_____; CG limits_____; airplane tow speed____; maximum airspeed in smooth air _____; maximum airspeed in rough air _____." (58)
59	191(a), (b) & (c) AFS-800		No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight. This limitation does not enable the carriage of persons for compensation or hire. (59)

Appendix E. CAA Assistance with U.S. Airworthiness Certificates for New Aircraft Manufactured Outside the United States.

E-1. Introduction. The FAA may obtain assistance from a CAA of the SOM in the final processing, dating, and delivery of a U.S. airworthiness certificate for newly manufactured, type-certificated aircraft destined for export to the United States. The FAA issues the form, and the CAA helps with specific process steps. The use of this procedure is only allowed if no conflict exists with the applicable bilateral agreement. A certificate management office (CMO) may apply the procedures in this appendix only when approved by AIR-630. Upon request from the U.S. aircraft owner or the CAA of the SOM, the FAA may, at its discretion, authorize the CAA to act on its behalf.

E-2. Applicability. The provisions of this appendix apply only to an aircraft that--

- a. Is newly manufactured in a country/jurisdiction that has a bilateral agreement concerning airworthiness with the United States,
- b. Has been exported via an export C of A from the exporting CAA,
- c. Is registered in the United States,
- d. Conforms to its FAA TC, and
- e. Is in a condition for safe operation.

E-3. Procedure.

a. Notify the CAA. The aircraft manufacturer notifies the CAA of the SOM that an aircraft has been sold to a U.S. owner and is to be placed on the U.S. registry. As a result, the U.S. aircraft owner will be requesting issuance of a U.S. airworthiness certificate at the point of manufacture.

b. Reserve a U.S. Registration Number. The U.S. owner submits a request to reserve a U.S. registration number [hereafter, N-number] for the aircraft and, upon receipt, provides it to the aircraft manufacturer for permanent marking of the aircraft. The U.S. owner also provides this information to the CAA.

c. Provide FAA Form 8130-6. At least 20 days before the expected delivery date of the aircraft, the U.S. owner provides FAA Form 8130-6 to the FAA office that issues airworthiness certificates for import aircraft, including its request that the airworthiness certificate be issued at the point of manufacture. Sections I, II, and III are to be completed, as applicable; however, the following items in section III are to be left blank because the information for these items is unknown until final delivery/export of the aircraft:

- (1) The status of compliance with the current versions of applicable ADs as indicated in the airworthiness directives block of subsection B, Aircraft Certification Basis.

(2) Total airframe hours (including production flight test time) in the applicable block of subsection C, Total Airframe Hours.

(3) The date of the application as indicated in subsection D, Certification.

d. CAA Notifies FAA Office. The CAA notifies the manager of the certificate-issuing, FAA office of its desire to act on behalf of the FAA in the delivery of an airworthiness certificate for the aircraft. The following information will be provided by the CAA:

(1) N-number, make, model, and S/N of the aircraft.

(2) Name of the U.S. aircraft owner.

(3) Scheduled aircraft delivery date.

e. Airworthiness Certificate Prepared. The FAA certificate-issuing office prepares the airworthiness certificate, including two copies.

(1) Block 5 of a Standard airworthiness certificate includes a pre-printed statement of airworthiness of compliance with ICAO Annex 8. It also includes introductory text for listing exceptions to the statement of compliance with ICAO Annex 8. List only those exceptions and exemptions in Block 5 indicating a noncompliance with Annex 8 of the ICAO Convention. Exceptions may be found on the TCDS. You may find a database of exemptions granted to date in DRS. In such cases, you may use a statement such as, "This aircraft is limited to domestic operations only because exception and/or exemption 12345 does not meet Annex 8 of the ICAO Convention." If there is an exception to the statement of airworthiness, that is, if the aircraft isn't airworthy, do not issue an airworthiness certificate. If no exceptions or exemptions, enter "None."

(2) Leave the Date of Issuance block blank.

(3) Sign the original and two copies.

(4) Forward the certificates to the CAA. Do not deliver the airworthiness certificate more than 45 days before the expected aircraft delivery date unless specific circumstances warrant an earlier delivery. Any costs of overnight courier services for the delivery of forms needing expedited delivery to the CAA will be paid for by the applicant or the manufacturer. The following sentence must be included in the transmittal letter: "Do not deliver this airworthiness certificate, issued for the subject aircraft above, until this office notifies you that the aircraft has been properly registered."

f. Data Plate Preparation and Installation. Upon completion of manufacture and required inspections and tests, including production flight tests, the aircraft manufacturer installs an ID plate on the aircraft that meets the requirements of [§ 45.11](#). The aircraft manufacturer also applies the N-number to the aircraft per [§ 45.21](#).

g. Export C of A Issued. The CAA issues an export C of A for the aircraft after completing all tasks and inspections necessary to determine that the aircraft conforms to the FAA-approved type design and is in a condition for safe operation. This certificate must contain the certification statement prescribed in the applicable FAA TCDS under the Import Requirements heading.

Note: If any nonconformities, deviations, or exceptions exist, the CAA must obtain written acceptance of these conditions from the certificate-issuing, FAA office before issuing the export C of A. Such conditions may disqualify the aircraft from receiving the intended airworthiness certificate due to its inability to fully meet the requirements of the U.S. TC.

h. Additional Work Performed After Issuance of the CAA's Export C of A.

(1) If any additional work (for example, alterations or repairs) is performed on the aircraft by the manufacturer after issuance of the export C of A, and before delivery of the U.S. airworthiness certificate, the following is required:

(a) The work must be controlled, documented, and completed by the manufacturer under its CAA-approved production quality system and associated procedures.

(b) The exporting CAA will review the manufacturer's additional completed work to ensure the aircraft remains in compliance with its FAA-approved type design and is in a condition for safe operation. If the CAA is satisfied that these requirements are met, the U.S. airworthiness certificate may be released to the registered owner/operator per this appendix.

(2) If any additional work (for example, alterations or repairs) is performed on the aircraft by someone other than the manufacturer (which also may include any other persons or organizations under the direct control of the manufacturer) after issuance of the export C of A, the aircraft may be disqualified from receipt of the U.S. airworthiness certificate issued under this special procedure.

Note: The CAA is not responsible for the review and acceptance of any additional work performed outside of its direct control and oversight. This includes any additional work performed on the aircraft directly by the new U.S. owner before receiving the U.S. airworthiness certificate. The certificate-issuing, FAA office could not, therefore, be assured of the continued validity of the export C of A upon which this special procedure and the issuance of the U.S. airworthiness certificate are based.

(3) The new U.S. owner/operator (or their authorized agent) may at times perform the various functions and activities which may be necessary to prepare the newly acquired aircraft for their departure flight from the manufacturer and placement into operation.

(a) These functions and activities (for example, preoperational servicing/maintenance, pre-flight inspections, aircraft systems functional checks, navigation/communication equipment, and operational software installation) must be properly

documented and may be undertaken after issuance of the export C of A and before receipt of the U.S. airworthiness certificate.

(b) After the completion of these tasks, the new U.S. owner/operator must ensure the aircraft remains in conformity to the FAA-approved type design and in a condition for safe operation. The CAA may, at its discretion, monitor these functions and activities in advance of the release of the U.S. airworthiness certificate.

(4) The CAA should contact the FAA certificate-issuing office when any problems arise pertaining to these requirements which would preclude the release and delivery of the U.S. airworthiness certificate to the new U.S. owner/operator.

i. Part 47. The aircraft manufacturer or the U.S. owner must ask the CAA in the SOM to confirm to the FAA Civil Aviation Registry (AFB-710) that they have not issued registration for the aircraft or that registration in that country has ended, is canceled, or is invalid. Refer to Part 47, Aircraft Registration, [§§ 47.15\(a\)\(1\)](#) and [47.37\(b\)](#).

j. Submit Information. The U.S. owner submits to AFB-710 all information required to register the aircraft. Permanent registration will be received via Aeronautical Center Form 8050-3, *Certificate of Aircraft Registration*. If the U.S. aircraft owner desires to receive a temporary registration before receiving the permanent one, it should request a Form REGAR-FAX-4, *Temporary Certificate of Registration*, from AFB-710.

k. Provide Complete FAA Form 8130-6. The U.S. owner provides the CAA with a complete FAA Form 8130-6 after receipt of the registration. Sections IV and V, and the entire reverse side of FAA Form 8130-6 are to be left blank. However, the items left blank from the initial form, and one additional item, should now be completed with the following:

(1) The status of compliance up to the most current and applicable ADs as indicated in the Airworthiness Directives block of subsection B.

(2) The total airframe hours (including production flight test time) in the applicable block of subsection C.

(3) The final date entered by the applicant must be the same as or later than the date of the export C of A issued by the exporting CAA.

(a) The date cannot be later than the date entered on the airworthiness certificate for the aircraft.

(b) The signature of the person in subsection D must be the registered owner's (or an authorized employee of the corporation or company signified as the registered owner) identified under subsection A of section III. If the signature is other than one of these persons, the application must be accompanied with a notarized letter or current power of attorney delegating the authority to act as an agent on the owner's behalf to apply for the airworthiness certificate. A true copy of the notarized letter or power of attorney is acceptable.

(4) The specific 14 CFR reference listed in section III, subsection C, should be crossed out and changed from [§ 91.173](#) to [§ 91.417](#).

l. CAA Verifies Information. The CAA verifies the following before delivery of the airworthiness certificate:

(1) The registered owner identified on the application for the airworthiness certificate is the same person, company, or corporation shown on Aeronautical Center Form 8050-3 or Form REGAR-FAX-4, *Temporary Certificate of Registration*, from AFB-710.

(2) The aircraft N-number on the registration, application, airworthiness certificate, and aircraft match. In addition, the N-number marks on the aircraft must meet the requirements of Part 45.

(3) The aircraft's ID plate has all of the required data and proper information and is mounted in the proper location on the aircraft.

(4) The CAA has issued the export C of A.

m. CAA Completes AWC. The CAA finalizes the airworthiness certificate as follows. The date on which the certificate was issued is entered in the Date of Issuance block on the original and on the two copies. Dates on certificates should be in DD MMM YYYY or DD Mmm YYYY format; for example, "25 DEC 2016" or "25 Dec 2016." Date of issuance entries must be typewritten or made with another appropriate instrument, for example, a mechanical date stamping device for the date entry. Handwritten entries will not be accepted.

n. CAA Provides Documents. The CAA provides (electronic transmission is acceptable) the documents listed below to the FAA certificate-issuing office before the first flight of the aircraft under the U.S. airworthiness certificate. This action is necessary because the FAA certificate-issuing office must be in possession of legal documentation in the form of on-hand file records of proper airworthiness certification before the aircraft is operated.

(1) A copy of the export C of A.

(2) A copy of the registration.

(3) A copy of the completed and dated airworthiness certificate.

o. CAA Displays AWC. The CAA places the airworthiness certificate in the aircraft for display at the cabin or cockpit entrance in such a way that the certificate is legible to passengers or crew per § 91.203(b). The following statement is entered into the aircraft maintenance record: "U.S. [Standard or Special] Airworthiness Certificate, issued [date], has been placed in the aircraft on behalf of [FAA certificate-issuing office] on [date]." The person from the CAA who issued and placed the airworthiness certificate in the aircraft must sign the aircraft maintenance record and include a functional title or other evidence of authorization to act on behalf of the CAA.

p. CAA Disposition of Documents. The CAA retains one copy of the airworthiness certificate and forwards the following documents to the manager of the FAA certificate-issuing office:

- (1) The remaining copy of the dated airworthiness certificate.
- (2) The original and one copy of the completed application.
- (3) The original and one copy of the export C of A issued by the CAA of the SOM.
- (4) A copy of the registration.

q. Application Endorsed. The FAA certificate-issuing office endorses the application by entering a statement on the form in a location that can be easily read. At a minimum, this statement must:

- (1) Indicate that the airworthiness certificate was issued on the basis of the export C of A for Export No. [insert number where applicable], and
- (2) Include the issuing CAA's name and the date of issuance of the export C of A.

r. FAA Disposition of Documents. The FAA certificate-issuing office then forwards the application, the copy of the airworthiness certificate, and the original export C of A to AFB-710 for permanent filing. A copy of the registration is only forwarded if it is part of documentation of a falsified registration being provided to the CAA.

s. Delivery of the Aircraft. The U.S. owner takes delivery of the aircraft and installs the U.S. registration in the aircraft.

Appendix F. Sample Special Flight Authorizations.

Figure F-1. Sample SFA for the Flight of an Aircraft to a Place Where Repairs or Alterations Are to Be Made



U.S. Department
of Transportation

Federal Aviation Administration

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: NE-03-09
Aircraft Make: Cessna
Aircraft Model: 180H
Serial No.: 18051515
Nationality and Registration Marks: CF-ABC
Name and address of Registered Owner: Mr. Richard A. Roe
777 Quebec Street
Smithton, Ontario, Canada

Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) [91.715](#), Mr. Richard A. Roe is hereby authorized to operate the aircraft identified above for the purpose of flying it from Hartford, Connecticut, to Ontario, Canada, for permanent repair of damage incurred during a landing accident at Hartford. A representative of Transport Canada Civil Aviation has inspected the aircraft and found it safe for the intended flight provided that the airspeed does not exceed 130 knots, and no passengers are carried aboard the aircraft. All operations must be per the following restrictions and limitations.

1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.
2. You must comply with all limitations imposed by the State of Registry and this authorization.
3. Persons or property must not be carried for compensation or hire.
4. This authorization is valid in the United States only.
5. Upon request, this authorization must be made available to an FAA inspector.
6. All flights must be conducted under visual flight rules, day only.

Figure F-1. Sample SFA for the Flight of an Aircraft to a Place Where Repairs or Alterations Are to Be Made (Continued)

7. All flights must be conducted at airspeeds not to exceed 130 knots.
8. No person may be carried in the aircraft during flight unless that person is required crew or maintenance personnel essential to the purpose of the flight and has been advised of the contents of this SFA and of the airworthiness status of the aircraft.
9. This SFA is valid until July XX, 2025, unless superseded or rescinded.

J. A. Smith, Manager
Bradley FSDO
Office of General Aviation Safety Assurance

Issued in Windsor Locks, Connecticut, July XX, 2025.

Figure F-2. Sample SFA for the Flight of an Aircraft to a New SOR
(This Format Is Generally Applicable to a Single Aircraft Authorization for Ferry Flights)



U.S. Department
of Transportation

**Federal Aviation
Administration**

CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: SO-11-01
Aircraft Make: Beech
Aircraft Model: D185
Serial No.: A-23456
Nationality and Registration Marks: HK-ABC
Name and address of Registered Owner: Mr. Hernando Restrepo
22 Calle de Presidente
Fusagasuga, Colombia

Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) [91.715](#), Mr. Hernando Restrepo is hereby authorized to operate the aircraft identified above for the purpose of flying from Quebec, QC, Canada, to Fusagasuga, Colombia. The aircraft identified above was under Canadian registry and held a current and valid Canadian airworthiness certificate before its sale to Mr. Restrepo. A current and valid Colombian airworthiness certificate will not be issued until after its entry into Colombia. All operations of the aircraft must be per the following restrictions and limitations.

1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.
2. You must comply with all limitations imposed by the State of Registry and this authorization.
3. Persons or property must not be carried for compensation or hire.
4. This authorization is valid in the United States only.
5. Upon request, this authorization must be made available to an FAA inspector.
6. The identification marks assigned to the aircraft by the State of Columbia must be displayed on the aircraft according to that country's applicable requirements.

**Figure F-2. Sample SFA for the Flight of an Aircraft to a New SOR
(This Format Is Generally Applicable to a Single Aircraft Authorization for Ferry Flights)
(Continued)**

7. No person may be carried in the aircraft during flight unless that person is required crew or maintenance personnel essential to the purpose of the flight and has been advised of the contents of this SFA and of the airworthiness status of the aircraft.
8. This SFA is valid until August XX, 2025, or unless superseded or rescinded.

J. A. Smith, Manager
Portland ME, General Aviation Division A
Office of General Aviation Safety Assurance

Issued in Portland, Maine, on July XX, 2025.

Figure F-3. Sample SFA for the Purpose of Flight Testing



U.S. Department
of Transportation

**Federal Aviation
Administration**

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.:	<u>ASW-1</u>
Aircraft Make:	<u>McDonnell Douglas</u>
Aircraft Model:	<u>DC-9-11</u>
Serial No.:	<u>12345</u>
Nationality and Registration Marks:	<u>CF-POH</u>
Name and address of Registered Owner:	<u>Canada Air, Montreal, Canada</u>
Name and Address of Agent:	<u>John Doe Company,</u> <u>21 Blackfoot Drive</u> <u>San Antonio, Texas 78216</u>

Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) [91.715](#), the John Doe Company is hereby authorized to operate the aircraft identified above for the purpose of conducting flight test(s) required to obtain a supplemental type certificate (STC) covering the installation in the aircraft of General Electric CGY2 turbofan engines. All operations of the aircraft must be per the following restrictions and limitations.

1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.
2. You must comply with all limitations imposed by the State of Registry and this authorization.
3. Persons or property must not be carried for compensation or hire.
4. This authorization is valid in the United States only.
5. Upon request, this authorization must be made available to an FAA inspector.
6. No person may be carried in the aircraft during flight unless that person is required crew or maintenance personnel essential to the purpose of the flight and has been advised of the contents of this SFA and of the airworthiness status of the aircraft.

Figure F-3. Sample SFA for the Purpose of Flight Testing (Continued)

7. All flight tests must be conducted in compliance with [§ 91.305](#).
8. All flights must be conducted under visual flight rules, day only.
9. All maintenance and inspection of the aircraft must be conducted under the direct supervision of qualified personnel holding appropriate licenses issued or rendered valid by the Canadian Department of Transportation and according to Canadian aircraft maintenance requirements.
10. This SFA is valid until July XX, 2025, or unless superseded or rescinded.

J. A. Smith, Manager
Central Certificate Management Branch
System Oversight Division

Issued in Fort Worth, Texas on July XX, 2025.

Figure F-4. Sample Blanket SFA for Customer Crew Training



U.S. Department
of Transportation

**Federal Aviation
Administration**

CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: NE-02-43

Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) [91.715](#) to the Yankee Airplane Company, John Hancock Airport, Boston, Massachusetts 02111, this constitutes authority instead of an airworthiness certificate. For the purpose of giving customer crew training to the buyer, its employees, or designees in any aircraft manufactured by the Yankee Airplane Company when the aircraft has been placed under foreign registry, each aircraft operated under this SFA must be operated according to the following restrictions and limitations.

1. Each aircraft operated for customer crew training flights must carry this SFA attached with a statement including the name and address of the aircraft owner, the aircraft's assigned nationality and registration marks, and the dates on which the customer crew training flights are scheduled to begin and end.
2. All customer crew training and aircraft maintenance must be conducted under the direct supervision of qualified Yankee Airplane Company personnel.
3. Customer crew training flights on any one aircraft must be conducted during an interval not to exceed 30 days.
4. Before beginning customer crew training flights with any one aircraft, the Yankee Airplane Company must submit to the local FAA Manufacturing Inspector the information specified in paragraph 1 of this authorization pertaining to that aircraft.
5. The identification marks assigned to the aircraft by the State of Registry must be displayed on the aircraft according to that country's applicable requirements.
6. Persons or property must not be carried for compensation or hire.
7. No person may be carried in the aircraft during flight unless that person is required crew or maintenance personnel essential to the purpose of the flight and has been advised of the contents of this SFA and of the airworthiness status of the aircraft.

Figure F-4. Sample Blanket SFA for Customer Crew Training (Continued)

8. This authorization is valid in the United States only.
9. This SFA is valid until superseded or rescinded.

J. A. Smith,
Division Manager
Office of General Aviation Safety Assurance

Issued in Burlington, Massachusetts, on July XX, 2025.

Figure F-5. Sample SFA for Export Delivery



U.S. Department
of Transportation

**Federal Aviation
Administration**

CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: NE-03-59
Aircraft Make: Piper
Model: PA 84
Serial No.: 1334
Nationality and Registration Marks: L-JAB
Registered Owner: Joseph A. Banco, Via Banco, Rome,
Italy

Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) [91.715](#), Mr. Joseph A. Banco is hereby authorized to operate the aircraft identified above for the purpose of export and delivery from Westfield, Massachusetts, to Rome, Italy. This aircraft is on Italian registry and an airworthiness certificate has not yet been issued.

1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.
2. You must comply with all limitations imposed by the State of Registry and this authorization.
3. Persons or property must not be carried for compensation or hire.
4. This authorization is valid in the United States only.
5. Upon request, this authorization must be made available to an FAA inspector.
6. No person may be carried in this aircraft during flight unless that person is required crew or maintenance personnel essential to the purpose of the flight and has been advised of the content of this SFA and of the airworthiness status of the aircraft.
7. The aircraft must not be operated with temporary fuel system(s) or temporary navigation equipment installed or at a weight in excess of its maximum certificated takeoff weight, unless approved, by the civil aviation authority (CAA) State of Registry in writing.

Figure F-5. Sample SFA for Export Delivery (Continued)

8. The kinds of operations authorized are visual flight rules, instrument flight rules, day, and night.
9. This SFA is valid until August XX, 2025, unless superseded or rescinded.

J. A. Smith,
Division Manager
Office of General Aviation Safety Assurance

Issued in Burlington, Massachusetts, on July XX, 2025.

**Figure F-6. Sample Blanket SFA for Delivering Aircraft for
the Purpose of Export Delivery**



U.S. Department
of Transportation

**Federal Aviation
Administration**

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: WP-26-22

This SFA is issued to the John Smith Airplane Company, 711 Water Boulevard, San Diego, California 82101, pursuant to Title 14 of the Code of Federal Regulations (14 CFR) [91.715](#). A copy of this SFA furnished by the above constitutes authority instead of an airworthiness certificate for the purpose of export delivery of aircraft manufactured by that Company. This SFA is applicable to aircraft that are on a foreign registry and have no airworthiness certificate.

1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.
2. No person may be carried in this aircraft during flight unless that person is required crew or maintenance personnel essential to the purpose of the flight and has been advised of the content of this SFA and of the airworthiness status of the aircraft.
3. The aircraft must not be operated with temporary fuel system(s) or temporary equipment installed, or at a weight in excess of its maximum certificated takeoff weight, unless approved by the civil aviation authority (CAA) of the State of Registry in writing.
4. Persons or property may not be carried in the aircraft for compensation or hire.
5. This authorization is valid in the United States only.
6. The kinds of operations authorized are visual flight rules, instrument flight rules, day, and night.
7. This SFA is valid until December XX, 2025.

Monico Ramirez
Aviation Safety Inspector
Los Angeles International Field Office

Issued in Los Angeles, California, on July XX, 2025.

Figure F-7. Sample SFA for the Purpose of Demonstration



U.S. Department
of Transportation

**Federal Aviation
Administration**

CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: NE-01-31
Aircraft Make: Hansa
Model: HFB-320
Serial No.: 1024
Nationality and Registration Marks: D-CARO
Name and Address of Registered Owner: Hamburger Flugzeugbau G.M.B.H.
2103 Hamburg
Finkenwerder Postfact 109, Germany

Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) [91.715](#), Hamburger Flugzeugbau G.M.B.H. is hereby authorized to operate the aircraft identified above for the purpose of conducting demonstration flights in the United States. The aircraft has been issued a provisional certificate of airworthiness by the Luftfahrt-Bundesamt and has been shown to meet standards equivalent to those required for provisional certification of a U.S.-registered civil aircraft. All operations of the aircraft must be per the following restrictions and limitations.

1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.
2. You must comply with all limitations imposed by the State of Registry and this authorization.
3. Persons or property must not be carried for compensation or hire.
4. This authorization is valid in the United States only.
5. Upon request, this authorization must be made available to an FAA inspector.
6. The identification marks assigned to the aircraft by the State of Registry must be displayed on the aircraft according to that country's applicable requirements.

Figure F-7. Sample SFA for the Purpose of Demonstration (Continued)

7. No person may be carried in this aircraft during flight unless that person is required crew or maintenance personnel essential to the purpose of the flight and has been advised of the content of this SFA and of the airworthiness status of the aircraft.
8. All flights must be conducted under visual flight rules, day only.
9. This SFA is valid until September XX, 2025, unless superseded or rescinded.

J. A. Smith,
Division Manager
Office of General Aviation Safety Assurance

Issued in Burlington, Massachusetts, on July XX, 2025.

Figure F-8. Sample SFA for Participating in Aviation Events



U.S. Department
of Transportation

**Federal Aviation
Administration**

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: NE-01-31
Aircraft Make: Aero Vodochody
Model: L-39C
Serial No.: 1024
Nationality and Registration Marks: ES-XXX
Name and Address of Registered Owner: Hamburger Flugzeugbau G.M.B.H.
2103 Hamburg
Finkenwerder Postfact 109, Germany

Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) [91.715](#), Hamburger Flugzeugbau G.M.B.H. is hereby authorized to operate the aircraft identified above for the purpose of participating in aviation events. The aircraft does not meet the airworthiness requirements specified in Annex 8 to the Convention on International Civil Aviation and has been issued an Estonian permit to fly. The aircraft will enter the United States on or about August 1, 2017, from Canada and will exit to Mexico approximately December 1, 2017. The intended aviation events include—

- Rhode Island National Guard Open House & Air Show, North Kingstown, RI
- Bethpage Air Show at Jones Beach, Wantagh, NY
- Virginia Beach Patriotic Festival, Virginia Beach, VA
- Westmoreland County Air Show, Latrobe, PA
- Denton Air Show, Denton, TX
- Spectacle Aerien International Bagotville, Bagotville, QC, Canada
- Battle Creek Field of Flight Air Show & Balloon Festival, Battle Creek, MI
- EAA AirVenture, Oshkosh, WI
- National Championship Air Races, Reno, NV

All operations of the aircraft must abide by the following restrictions and limitations.

Figure F-8. Sample SFA for Participating in Aviation Events (Continued)

1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.
2. You must comply with all limitations imposed by the State of Registry and this authorization.
3. Persons or property must not be carried for compensation or hire.
4. This authorization is valid in the United States only.
5. Upon request, this authorization must be made available to an FAA inspector.
6. Operation is restricted to airports that are within airspace class C, D, E, or G, except in the case of a declared emergency or authorized operations under an airshow waiver.
7. Kinds of operations authorized by the State of Registry are authorized, with the following restriction. If instrument flight operations are authorized, the pilot in command must have a method to avoid operating over densely populated areas or in congested airways.
8. Flight over densely populated areas is authorized only for the purpose of takeoff or landing.
9. Flight in Reduced Vertical Separation Minimum (RVSM) designated airspace is prohibited.
10. Flight with any externally mounted equipment is prohibited.
11. Preflight planning runway length requirements:
 - a. Takeoff is prohibited unless takeoff planning determines that it is possible to stop the airplane safely on the runway, as shown by the accelerate-stop distance data. In addition, the aircraft must be able to clear all obstacles by at least 50 feet vertically.
 - b. Landing will not be attempted unless landing planning determines that a full stop landing can be made within 60 percent of the effective length of the runway from a point 50 feet above the runway.
 - c. When calculating takeoff or landing performance, corrections must be made for any runway gradient. Performance data based on still air may be corrected by taking into account not more than 50 percent of any reported headwind component and not less than 150 percent of any reported tailwind component. Calculations may not include the use of reverse thrust or drag chute.

Figure F-8. Sample SFA for Participating in Aviation Events (Continued)

12. No person may be carried in the aircraft during flight unless that person is required crew or maintenance personnel essential to the purpose of the flight and has been advised of the contents of this SFA and of the airworthiness status of the aircraft.
13. This authorization is valid until **October XX, 2025**, unless superseded or rescinded, or the Estonian permit to fly becomes invalid.

A.A. Smith, Manager
New York International Field Office

Issued in Jamaica, New York, on July XX, 2025.

Appendix G. Limitations for Operation of an Aircraft with a Door Removed Figure G-1.

Sample Limitations for Operation of an Aircraft with a Door Removed



U.S. Department
of Transportation
**Federal Aviation
Administration**

Make _____

Model _____ Serial No. _____

Registration No. _____

AIRCRAFT OPERATING LIMITATIONS

The aircraft described above may be flown with not more than one cabin door removed for the purpose of (see note below), provided the aircraft is operated per the applicable sections of Title 14 of the Code of Federal Regulations and the following limitations:

Note: Show specific operations; for example, intentional parachute jumping, skydiving, etc.

1. Maximum speed must not exceed any of the following:
 - The approved maneuvering speed.
 - 70 percent maximum level flight speed.
 - 70 percent maximum structural cruising speed.
2. Aerobatic maneuvers are not permitted.
3. Maximum yaw angle 10 degrees; maximum bank angle 15 degrees.
4. A Federal Aviation Administration (FAA)-approved safety belt must be provided and worn by each occupant during takeoff and landing and at all other times when required by the pilot-in-command.
5. All occupants must wear parachutes when intentional parachute jumping and skydiving operations are conducted.
6. Smoking is not permitted.
7. When operations other than intentional parachute jumping and skydiving are conducted, a suitable guardrail or equivalent safety device must be provided for the doorway.
8. All loose articles must be tied down or stowed.
9. No baggage may be carried.

**Figure G-1. Sample Limitations for Operation of an Aircraft
With a Door Removed (Continued)**

10. Parachutists' static lines must be kept free of pilot's controls and control surfaces.
11. Operations are limited to visual flight rules conditions.
12. Cabin door hold-open clips installed on wing brace struts and/or under surface of wing must be removed before conducting intentional parachute jumping or skydiving operations.
13. When intentional parachute jumping, skydiving, or other specified operations are being conducted, the pilot at the controls must hold at least a private pilot certificate and appropriate rating.
14. This aircraft must not be operated in solo flight by the holder of a student pilot certificate.
15. Operation of this aircraft with a door removed for any purpose other than that for which it is certificated is prohibited.
16. The following placard must be placed on the instrument panel in full view of the pilot:
"For flight with door removed, see aircraft operating limitations dated _____."
17. A copy of these limitations must be carried in the aircraft when flight operations are conducted with the door removed.
18. These operating limitations are a part of the airworthiness certificate.

FAA Inspector _____ Date _____

Office No. _____

Appendix H. Acronyms

14 CFR	Title 14 of the Code of Federal Regulations
49 USC	Title 49 of the United States Code
AC	Advisory Circular or Aeronautical Center
AD	Airworthiness Directive
AEE	Office of Environment and Energy
AED	Aircraft Evaluation Division
AFS-300	Aircraft Maintenance Division
AFB-710	Civil Aviation Registry
AFS-800	General Aviation and Commercial Division
AIR	Aircraft Certification Service
AIR-40	International Office
AIR-600	Policy and Standards Division
AIR-630	Organization and Systems Policy Branch
AIR-632	Production and Airworthiness Section
AIR-500	Integrated Certificate Management Division
AOI	Aircraft Operating Instructions
ASI	Aviation Safety Inspector
ASTM	ASTM, International (formerly American Society for Testing and Materials)
ATC	Air Traffic Control
ATF	Department of Justice; Bureau of Alcohol, Tobacco, Firearms, and Explosives
AVS	FAA Office of Aviation Safety
AWC	Airworthiness Certification Application (electronic)
BAA	Bilateral Airworthiness Agreement
BASA	Bilateral Aviation Safety Agreement
CAA	Civil Aviation Authority
CAM	Civil Aeronautics Manual
CAMP	Continuous Airworthiness Maintenance Program
CAR	Civil Aviation Regulations
CARES	Civil Aviation Registry Electronic Service
CFR	Code of Federal Regulations
CG	Center of Gravity
CM Section	AIR Certificate Management Section
CMO	Certificate Management Office
DAR	Designated Airworthiness Representative
DER	Designated Engineering Representative
DMIR	Designated Manufacturing Inspection Representative
DMO	Directives Management Officer
DOD	Department of Defense
DOT	Department of Transportation
DRS	Dynamic Regulatory System
EAA	Experimental Aircraft Association
EDRS	Electronic Document Retrieval System

EFVS	Enhanced Flight Vision System
ELSA	Experimental Light-Sport Aircraft
EPU	Emergency Power Unit
Export C of A	Export Certificate of Airworthiness
FAA	Federal Aviation Administration
FS	Flight Standards
FSDO	Flight Standards District Office
FSIMS	Flight Standards Information Management System
GPO	Government Publishing Office
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
ICMD	Integrated Certificate Management Division (AIR-500)
ID	Identification
IFO	International Field Office
IFR	Instrument Flight Rules
IP	Implementation Procedures
IPA	Implementation Procedures for Airworthiness
IPC	Illustrated Parts Catalog
LOA	Letter of Authorization
LSA	Light-Sport Aircraft
MCAI	Mandatory Continuing Airworthiness Information
NATOPS	Naval Air Training and Operating Procedures Standardization
N/A	Not applicable
NOA	Notice of Availability
NTSB	National Transportation Safety Board
ODA	Organization Designation Authorization
PAH	Production Approval Holder
PAO	Public Aircraft Operations
PC	Production Certificate
PDF	Portable Document Format
PIC	Pilot in Command
PIV	Personal Identification Verification
PLR	Production Limitation Record
PMA	Parts Manufacturer Approval
POH	Pilot's Operating Handbook
R&D	Research and Development
RVSM	Reduced Vertical Separation Minimum
SFA	Special Flight Authorization
SFP	Special Flight Permit
SIF	Special Interest Flight
SIP	Schedule of Implementation Procedures
SIR	Special Import Requirements
SLSA	Special Light-Sport Aircraft
S/N	Serial Number
SOC	Statement of Compliance

SOD	State of Design
SOM	State of Manufacture
SOR	State of Registry
STC	Supplemental Type Certificate
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TIP	Technical Implementation Procedures
TSO	Technical Standard Order
UAS	Unmanned Aircraft System
VFR	Visual Flight Rules
VLA	Very Light Aircraft
WebOPSS	Web-based Operations Safety System
WSC	Weight-Shift-Control

Appendix I. Definitions

List of terms and definitions used in this order:

Airworthy. An aircraft with a type certificate (TC) is airworthy when it conforms to its U.S. TC and is in a condition for safe operation. For the purpose of this order, a non-type-certificated aircraft is airworthy when it is in a condition for safe operation.

Airworthiness Certificate. A standard airworthiness certificate, FAA Form 8100-2, and special airworthiness certificate, FAA Form 8130-7.

Bilateral Agreement. A document signed by the United States and a foreign jurisdiction that allows reciprocal acceptance of specified aeronautical products and of procedures for approving different types of aeronautical products. For the purposes of this order, [bilateral agreements](#) include Bilateral Aviation Safety Agreements (BASA), Bilateral Airworthiness Agreements (BAA), and the Aviation Safety Agreement with the European Union.

Category. Refer to [§ 1.1](#) for this definition.

Classification. Refers to the two types of airworthiness certificates, standard and special.

Condition for Safe Operation. Refers to the condition of the aircraft relative to wear and deterioration, for example, skin corrosion, window delamination/crazing, fluid leaks, and tire wear.

Conformity to the TC. Means the aircraft configuration and the engine, propeller, and articles installed are consistent with the drawings, specifications, and other data that are part of the TC. This includes any supplemental type certificate (STC), repairs, and alterations incorporated into the aircraft.

Continued Airworthiness System. For the purpose of eligibility in issuing an airworthiness certificate for LSA, the manufacturer's closed-loop system consisting of controls, procedures, and requirements for monitoring and correcting safety-of-flight issues through the issuance of safety directives meeting the identified consensus standard.

Designee. A person delegated to act as a representative of the Administrator under [Part 183](#).

Exemption. Relief from requirements of a current regulation for an individual or entity.

Export. Refers to the transfer of an aviation product or article from the regulatory jurisdiction of one CAA to another.

Implementation Procedures (IP). A document under a bilateral agreement that specifies detailed procedures on cooperation between the FAA and another CAA in the discipline of airworthiness. Depending on the agreement, this document may be called Implementation Procedures for Airworthiness (IPA), Technical Implementation Procedures (TIP), or Schedule of Implementation Procedures (SIP).

Import. Refers to the receipt of an aviation product or article from the regulatory jurisdiction of one CAA by another.

Light-Sport Aircraft (LSA). Refer to [§ 1.1](#) for this definition by weight, speed, and configuration. This category of aircraft includes five classes of aircraft: airplanes, gliders, powered parachutes, weight-shift-control, and lighter-than-air aircraft.

Manufacturer’s Statement of Compliance (SOC). A signed statement made by the aircraft manufacturer stating that the aircraft (specific by S/N) meets applicable FAA-accepted consensus standards and is supported with a monitoring and correction of safety-of-flight within a continued airworthiness system per the appropriate consensus standards. An SOC must comply with the requirements of § 21.190(c).

Light-Sport Eligible Kit. An eligible kit is one that is of the same make and model aircraft that has been issued a light-sport category airworthiness certificate by the FAA. The kit is manufactured by the same entity that built the aircraft, and that aircraft has been issued the LSA airworthiness certificate. Once built, the owner-assembled kit aircraft is eligible for the experimental operating LSA certificate, provided it complies with § 21.193(e).

Make. As used in this order concerning the make of a product, make is the name assigned to the aircraft by the builder or manufacturer when it was produced. .

Maintenance Records. The records of maintenance for an aircraft, aircraft engine, or propeller. Commonly referred to as a “logbook.”

Military Surplus Product or Article. A product or article that originally was released as surplus by the U.S. military, even if subsequently resold by a manufacturer, owner/operator, repair facility, or any other parts supplier.

N-number. The national and registration number for an aircraft registered in the United States.

New Aircraft. An aircraft may be considered new if ownership is retained by the manufacturer, distributor, dealer, or their trustee; if there is no intervening private owner, lease, or time-sharing arrangements; and if the aircraft has not been used in any pilot school and/or air taxi operation. An aircraft is still considered new regardless of the operating time logged by the manufacturer, distributor, or dealer if the aircraft has been maintained per [Part 43](#), as applicable, and the aircraft has remained under the operational control of the manufacturer, distributor, or dealer.

Original Certification. This term applies to the issuance of standard or special airworthiness certificates and export certificates of airworthiness for (meeting one of the following):

- a. An aircraft that has never left the control of the production certificate (PC) or type certificate (TC) holder that manufactured it;
- b. An aircraft that has never held a U.S. or foreign export certificate of airworthiness (C of A), airworthiness certificate, or equivalent document except for an aircraft that has only held a special flight permit;
- c. An aircraft involved in a certification project such as developing a TC or STC, including issuing a standard airworthiness certificate after the certification project is completed; or
The issuance of a provisional airworthiness certificate under [§ 21.225](#) for a provisional amendment to a TC.

Production Approval Holder (PAH). A holder of a PC, Parts Manufacturer Approval (PMA), or Technical Standard Order (TSO) authorization who controls the design and quality of a product or article thereof.

Purpose. The definition varies depending on use:

- a. As used with respect to issuance of a special airworthiness certificate for an experimental purpose, the purpose refers to the various intended flight operations under [§ 21.191](#). Examples include research and development, showing compliance with regulations, crew training, exhibition, etc.
- b. As used with respect to issuance of a special flight permit, the purpose refers to the various intended flight operations under [§ 21.197](#). Examples include flying an aircraft to a base where repairs are to be performed, delivering an aircraft, production flight testing new aircraft, etc.
- c. As used with respect to restricted category aircraft, the purpose refers to the various special purpose operations eligible for receipt of a restricted category TC under [§ 21.25](#). Examples include aerial work, such as agricultural use, aerial surveying, patrolling, etc.

Recurrent Certification. This term applies to the issuance of standard or special airworthiness certificates or export C of A that do not meet the definition of original certification. Recurrent certification verifies an aircraft has been properly maintained and altered while in service.

Registration. Means any of the following:

- a. Aeronautical Center Form 8050-3, *Certificate of Aircraft Registration*.
- b. Aeronautical Center Form 8050-6, *Dealer's Aircraft Registration Certificate*.
- c. Form REGAR-FAX-4, *Temporary Certificate of Registration*.
- d. Aircraft Registration Application, AC Form 8050-1, under the provisions of § 47.31(c).

e. A copy of Assignment of Special Registration Number, AC Form 8050-64, along with the current, AC Form 8050-3, Certificate of Aircraft Registration.

State of Design (SOD). Per [§ 21.1\(b\)\(8\)](#), the country or jurisdiction having regulatory authority over the organization responsible for the design and continued airworthiness of a civil aeronautical product or article.

State of Manufacture (SOM). Per [§ 21.1\(b\)\(9\)](#), the country or jurisdiction having regulatory authority over the organization responsible for the production and airworthiness of a civil aeronautical product or article.

State of Registry (SOR). The country or jurisdiction on whose registry an aircraft is recorded.

Third-Country Aircraft. As used concerning exporting/importing an aircraft, an aircraft whose SOM is not the country of the exporting or importing CAA.

True Copy. A copy that includes a signed statement saying that the content of the copy has been compared with the content of the original and found to be the same.

Type Certificate (TC). A design approval issued by the FAA when the applicant demonstrates that a product complies with the applicable regulations. As defined by [§ 21.41](#), the TC includes the type design, the operating limitations, the TCDS, the applicable regulations of 14 CFR Parts 21 through 49, and other conditions or limitations prescribed by the Administrator. The TC is the foundation for other FAA approvals, including production and airworthiness approvals.

Type Design. The engineering definition of a particular product. The type design consists of the following (see [§ 21.31](#)):

- a. Drawings and specifications.
- b. Dimensions, materials, and processes.
- c. Airworthiness limitations.
- d. For primary category aircraft, if desired, a special inspection and preventive maintenance program designed to be accomplished by an appropriately rated and trained pilot/owner.
- e. Other data to describe the product design, and to determine the airworthiness, noise characteristics, fuel venting, and exhaust emissions (where applicable).

Appendix J. Related Publications

J-1. Related Publications. This order references several publications; visit the FAA website at [FAA Regulations & Policies](#) or the Dynamic Regulatory System at [DRS](#) for the current version.

a. FAA Orders.

- (1) Order 0000.1, *FAA Standard Subject Classification System*.
- (2) Order 1350.14, *Records Management*.
- (3) Order 8110.4, *Type Certification*.
- (4) Order 8110.56, *Restricted Category Type Certification*.
- (5) Order 8110.101, *Type Certification Procedures For Military Commercial Derivative Aircraft*.
- (6) Order 8130.34, *Airworthiness Certification of Unmanned Aircraft Systems and Optionally Piloted Aircraft*.
- (7) Order 8300.16, *Major Repair and Alteration Data Approval*.
- (8) Order 8900.1, *Flight Standards Information Management System*.
- (9) Order 8130.21, *Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag*.
- (10) Order 8130.35, *Amateur-Built Aircraft National Kit Evaluation Team (NKET)*.
- (11) Order 8130.36, *Special Light-Sport Aircraft Audit Program*.

b. FAA Advisory Circulars.

- (1) AC 00-1.1, *Public Aircraft Operations—Manned and Unmanned*.
- (2) AC 20-27, *Certification and Operation of Amateur-Built Aircraft*.
- (3) AC 21-2, *Complying with the Requirements of Importing Countries or Jurisdictions When Exporting U.S. Products, Articles, or Parts*.

- (4) AC 21-4, *Special Flight Permits of Operation of Overweight Aircraft*.
- (5) AC 21-12, *Application for U.S. Airworthiness Certificate*. AC 21-13, *Standard Airworthiness Certification of Surplus Military Aircraft and Aircraft Built from Spare and Surplus Parts*.
- (6) AC 21-28, *Airworthiness Certification of U.S. Produced Aircraft and Engine Kits Assembled Outside the United States*.
- (7) AC 21-44, *Issuance of Export Airworthiness Approvals Under 14 CFR Part 21 Subpart L*.
- (8) AC 21-54, *Experimental Airworthiness Certification of Certain Former-Military Aircraft*.
- (9) AC 43-209, *Recommended Inspection Procedures for Former Military Aircraft*.
- (10) AC 45-3, *Installation, Removal, or Change of Identification Data and Identification Plates on Aircraft Engines*.
- (11) AC 90-89, *Amateur-Built Aircraft and Ultralight Flight Testing Handbook*.
- (12) AC 90-116, *Additional Pilot Program for Phase I Flight Test*.
- (13) AC 91-85, *Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum (RVSM) Airspace*.
- (14) AC 91-87, *Ejection Seat Training Programs*.
- (15) AC 21.17-2, *Type Certification—Fixed Wing Gliders (Sailplanes), Including Powered Gliders*.

c. Other FAA Documents.

- (1) Revised Listing of Amateur-Built Aircraft Kits (“kit list”) at [FAA Amateur-Built Kits Listing](#).
- (2) Amateur-Built Fabrication and Assembly Checklists, Amateur-Built Kits Checklists and Approval Letters Evaluated by National Kit Evaluation Team (NKET) at [FAA Amateur-Built Assembly Checklists](#).
- (3) Amateur-Built Fabrication and Assembly Checklist (2009) Job Aid at [FAA Job Aid](#).
- (4) Federal Aviation Agency. *Civil Aeronautics Manual (CAM)*. See [DRS](#).

Appendix K. FAA Form 1320-19, Directive Feedback Information

Please submit any written comments or recommendations for improving this directive or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Order 8130.2L, *Airworthiness Certification of Aircraft*

To: Directive Management Officer, 9-avs-air-directives-management-officer@faa.gov

(Please mark all appropriate line items)

- An error (procedural or typographical) has been noted in paragraph _____ on page _____.
- Recommend paragraph _____ on page _____ be changed as follows:
(attach separate sheet if necessary)
- In a future change to this order, please include coverage on the following subject:
(briefly describe what you want added.)
- Other comments:
- I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____